

GRAIN DEALERS' JOURNAL

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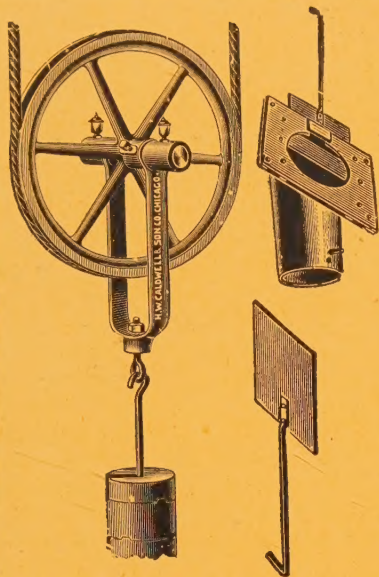
Chicago, Ill., U. S. A., August 10, 1921. Price \$2.00 Per Year. 15 Cents Per Copy.

SERVICE is a little word with a big meaning—a meaning that contains the whole reason for the achievements of the commercial structure upon which society rests. It is the service rendered by an organization or an agency that marks it as successful; it is failure to serve that results in its fall.

The enterprising grain and seed dealer serves and serves well a vast clientele that stretches from producer to consumer, and because of the excellence of that service he will never be supplanted.

The favorite publication of grain and field seed dealers is the efficient servant of those dealers. It is that one which helps them best to improve the quality of the service to their customers and patrons. In its singleness of purpose it forges steadily onward in a straight line thru a maze of conflicting influences with no impairment of its policy to search out and to present those things that will assist its readers to become more efficient and more successful in their work.

- it is a servant with prestige gained by merit.
- it is the authority in its special field.
- it is full of information, ideas, news and reliable reports bearing on the business of handling grain and field seeds.
- it is edited without prejudice to any legitimate interest, and each number contains many contributions from members of the trade.
- it is plain in its statements, fearless in its expression of opinions, truthful in its news.
- it is the medium used by leading advertisers whose meritorious enterprises, service of worth, mechanical equipment of value, or legitimate wants place them in the ranks of those firms whose announcements are of interest to grain and field seed dealers.
- it is the Grain Trade's long accepted medium for "Wanted—For Sale" announcements.
- it is The Grain Dealers Journal of Chicago.

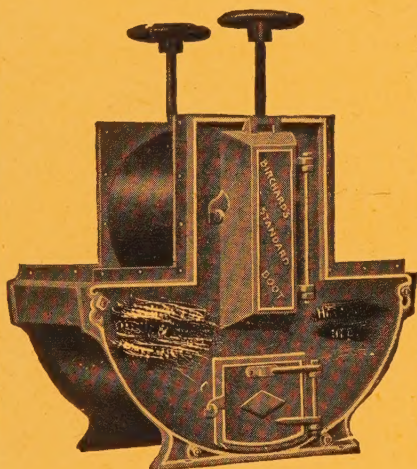


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**BIRCHARD
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PUMP**

Best Pump for any
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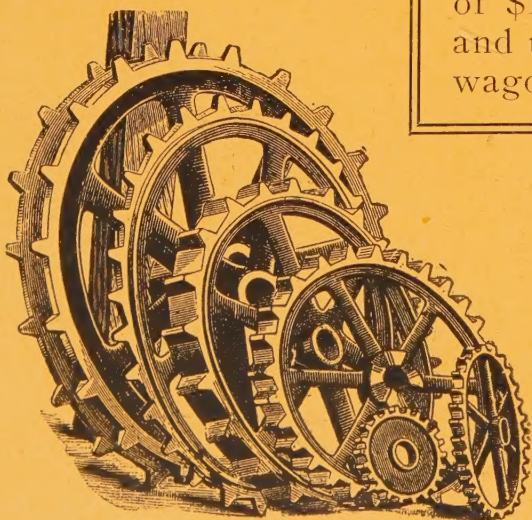
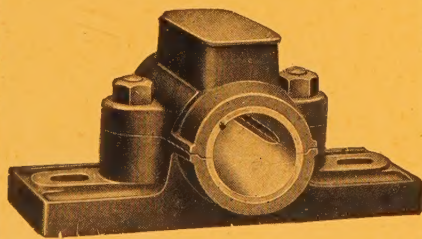
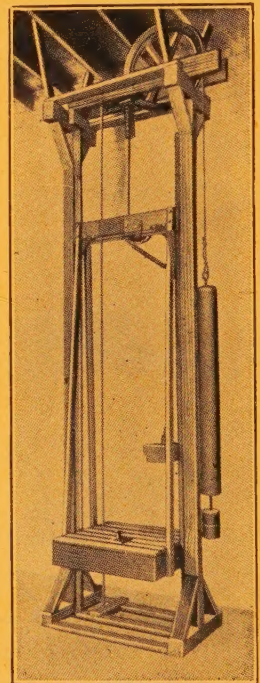
York, Nebraska

Manufacturers of

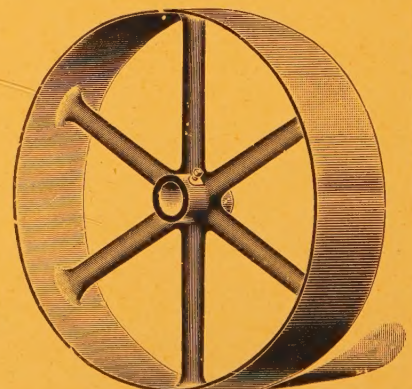
Power Transmission Machinery
for Grain Elevators. Write
for literature and prices.

We manufacture also a Safety
Controllable Truck Dump for
which we charge only \$135.
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Can be installed at an expense
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wagon dump.



The BIRCHARD DISTRIB-
UTOR is efficient and not high
priced. Will not mix grain, and
lasts a lifetime.



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.

ATCHISON, KANS.

Blair Elevator Grain Co., receivers and shippers.*
Moore-Lawless Grain Co., cosgmts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.

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BALTIMORE, MD.

Chamber of Commerce Members.

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Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BEAVER, OKLA.

Horne Grain Co., Texas wheat, barley, milo.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. ptds., hay, mdse.
Western Grain Co., mfrs. mxid. feed, crn. meal, grits.*

BLOOMINGTON, ILL.

Hosenwinkle Grain Co., brokers of country grain.

BOSTON, MASS.

Chamber of Commerce Members.

Bezaquín, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

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Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Globe Grain Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
Lewis Grain Corp., receivers & shippers.
McConnell Grain Corporation, commission merchants.*
McKillen, Inc., J. G., receivers and shippers.*
Kennedy & Co. Chas. wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.
Taylor & Bourlaque Co., grain merchants.
Traders & Producers Supply Co., millfeeds a specialty.
Townsend Ward Co., The, consignments.*
Urmston Elevator Co., grain commission.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Magee-Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.

CARROLLTON, MO.

Olaiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Board of Trade Members.

Hood Feed Co., flour, feeds, field seeds.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*

*Member Grain Dealers National Association.

CHICAGO, ILL., (Continued)

Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Requa Bros., wheat a specialty.
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Updike Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.
Gale Grain Co., The A. C., receivers & shippers.

CLEVELAND, O.

Grain & Hay Exchange Members.

Railey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, rrvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLBY, KANSAS.

Harris & Haynes, wholesale—brokers—grain.

CLOVIS, N. MEX.

Western Elevtr. Co., The, recvrs-shprs., hdqtrs kafir-milo.*

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DALHART, TEXAS.

Kinard Grain Co., J. C., wholesale grain & hay.*

DECATUR, ALA.

Decatur Coal & Mfg. Co., grain and feedstuffs.
Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.
Ashcraft Grain Co., S. B., wholesale grain.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills Co., The, merchant millers.*
Denver Elevator, wholesale grain, flour, millfeed.*
Farmers Elevator Co., The, H. F. Rover, Mgr.
Gallagher Grain Co., grain merchants.*
Gilmore-Livingston Grain Co., grain and hay.
Houston Grain Co., wholesale grain.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.
Scott-George Grain Co., The, receivers and shippers.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Anderson Co., D. L., grain merchants.
Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Taylor & Patton Co., corn and oats.

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.
Lapham & Co., J. S., receivers & shippers.
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DODGE CITY, KANSAS.

Hillyer Grain Co., grain.

DUBLIN, GA.

Smith Brothers, brokers, mdse., grain, feedstuffs.*

DULUTH, MINN.

Board of Trade Members.

Mitchell Co., W. C., grain commission.*
White Grain Co., shippers all grains.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.
Transit Grain & Com. Co., consignments, brokerage.*

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAGERSTOWN, MD.

Valley Brokerage Co., feed, grain, hay broker.*

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill ptds.*
Koehler-Twidale Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., fr.

HILLSBORO, KANSAS.

Hillsboro Roller Mills, gr. flrs., fr., chick feed.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Midwest Grain Co., The, shippers.
Moore Grain Co., consignments—buyers of grain.

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson, Ed. D., grain commission & consignments.
Beit Elevator & Feed Co., receivers and shippers.
Boyd Grain Co., Bert A., strictly brokerage & com.
Cleveland Grain & Milling Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Hayward-Rich Grain Co., grain commission.*
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Menzie Grain & Ekg. Co., Carl D., grain commission.*
Montgomery & Tompkins, receivers and shippers.
Probst & Kassebaum, Inc., hay, grain, feed.
Steinhart Grain Co., commission and brokerage.*
Urmston Elevator Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Field Co., Robt., succ. to P. L. Brittain Co.
Royal Feed & Mfg. Co., mixed feed mfrs.*

KANSAS CITY, MO.

Board of Trade Members.

Alfalfa Grain Ptds. Co., everything in the feed line.
Beyer Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, millo.*
Claiborne Commission Co., commission merchants.*
Croysdale Grain Co., commission merchants.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

KANSAS CITY, MO., (Continued)

Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Friscoe Elevators Co., grain merchants.*
Hah-Baker Grain Co., consignments.*
Hipple Grain Co., kafir, milo.
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."
Logan Bros. Grain Co., receivers and shippers.*
Mensendieck Grain Co., consignments.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Nicholson Grain Co., W. S., strictly commission.*
Norris Grain Co., grain merchants and exporters.*
Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.*
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., receivers and shippers.*
Wilser Grain Co., consignments.*

LAWRENCE, KANS.

Underwood & Sons, J., grain, feed, seeds.

LEAVENWORTH, KANS.

Wilson-Legler Hay & Grain Co., branch at Kansas City.

LIBERAL, KANS.

Light Grain & Mfg. Co., mill pdts., kafir, milo.
Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster, E. D., feeders supplies.*
Lincoln Grain Co., grain merchants.*
Wright-Leet Grain Co., receivers and shippers.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Caple & Stockton, hay, grain, feed.
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Wilson Co., John R., grain brokers.*

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.*
Farmer & Sons, Oscar, hay, grain and feeds.*
Frechtenicht, Henry, grain, feed, hay.*
Kentucky Public Elevator Co., storers and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Clark-Burke & Co., grain and hay.*
Cook, L. P., receiver and shipper.*
Davis & Andrews Co., grain, mixed feed.*
Delta Flour & Feed Co., flour, feed, meal, grains.
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers.
Hasenwinkle, H. J., consignments.*
International Sugar Feed Co., feed mfrs. and grain.
Lovitt & Co., L. B., cotton seed and peanut products.
Mississippi Elevator Co., grain dealers, feed mfrs.*
Pease & Dwyer, grain, mixed feed.*
Quaker Oats Co., feed & cereal mfrs.*
Royal Feed & Milling Co., mixed feed mfrs.*
Sessum Grain Co., grain, mixed feed.*
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J., whole. gro., grain, feed.
Meyer Bros., wholesale groc., grain, feed.
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whole grain, feed, fl., gro.*

MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, earl corn.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bartlett & Son Co., L., grain co., merchants.*
Bell Co., W. M., commission merchants.*

MILWAUKEE, WIS., (Continued)

Blanchard Grain Co., "Always Dependable."*
Buerger Commission Co., grain and seed.
Cargill Grain Co., grain and seeds.*
Donahue-Stratton Co., dhrs. grain and feed.*
Flanley Grain Co., consignments solicited.
Frank-La Budde Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Kamm Company, P. C., grain shippers.*
Lauer & Co., J. V., grain merchants.*
Merriam Commission Co., consignments.*
Milwaukee Grain Commission Co., grain commission.*
Mitchell Co., W. C., commission merchants.*
Mohr-Holstein Commission Co., grain merchants.*
Rang & Co., Henry, commission merchants.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elev. Co., grain receivers and shippers.*
Runkel & Dadmun, grain commission merchants.*
Taylor & Bournville Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*
Updike Grain Co., consignments solicited.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.*
Benson, Quinn Co., grain commission.*
Cargill Commission Co., grain commission.*
Carter-Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.*
Gee Grain Co., G. E., receivers and shippers.*
Getchell-Tanton Co., grain commission.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.*
Malmquist & Co., C. A., receivers & shippers.*
Macfield Grain Co., grain commission.*
McCarthy Bros. & Co., receivers & shippers.*
McCaull Dinsmore Co., consignments solicited.*
Mitchell Co., W. C., grain commission.*
Poehler Co., H., grain commission.*
Sedl, Frank J., all grains and feeds.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers all grains.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats and screenings.*
Wernli-Anderson Co., grain commission, screenings.*
Woodward Newhouse Co., grain merchants.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers shippers.*

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Fox Co., C. B., exporters.*
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.*
Matthews Sons, Geo. B., mill feed manufacturers.*
Nathan & Pettis, fwdg. agt. & expt. fght. broker.*
Neumond, Inc., K. & E., dhrs. & expts. in feed articles.*
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Waterman & Co., J. S., gr. flour & fd. bkrs., dr. jobs.*

MOULTREE, GA.

Delay, A. J., flour and grist mill.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers & shippers.*
Allfeed Milling Co., feed manufacturers.*
Kerr, S. S., receiver and shipper.*
Nashville Grain & Feed Co., receivers & shippers.*
Tennessee Grain Co., receivers and shippers.*

NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.*
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell-Winters Grain Co., grain and feed.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*
Strader & Co., J. Edgar, grain, hay, feed.*
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Rutler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Leopold-Briggs Grain Co., conscientious service.*
Maney Grain Co., The, consignments.*

OMAHA, NEBR., (Continued)

Miller Wilson Grain Co., receivers and shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.*
Updike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowen Grain Co., H. D., receivers & shippers.*
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Tyrner Haddut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ed., flour, grain, feed.*
Lemont & Son, E. K., wheat, corn, oats, flour, feed.*
McKay, Donald, grain and millfeeds.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Standard Hay & Grain Co., grain and hay.*
Strites, A. Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.*
Burson Grain Co., G. G., receivers, shprs-commission.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.*
Hardman & Heck, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, MAINE.

Casco Grain Co., wholesale, grain & feed.
Doten Grain Co., The, grain, feed, flour.
Maine Grain Co., grain, feed and flour.
Paris Flouring Co., flour, grain and feed.*

PORTLAND, ORE.

Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*

PRINCETON, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain hay, and feed.*

QUINCY, KANSAS.

Jones-Rogers Grain Co., brokers.

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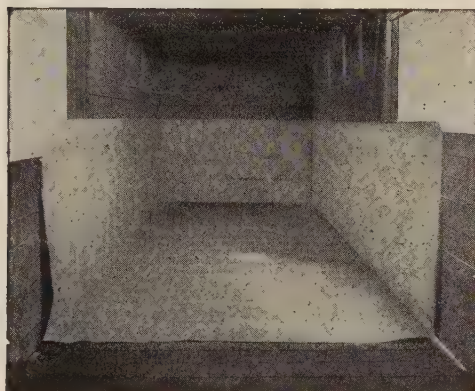


Illustration showing car equipped with
Standard Liner

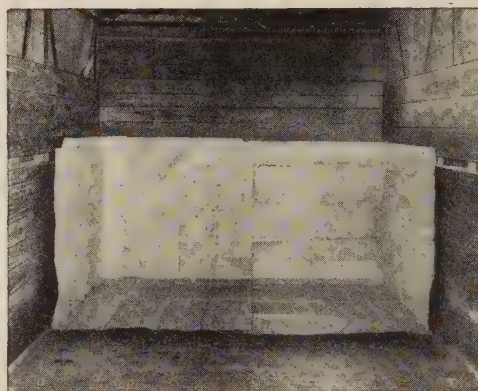


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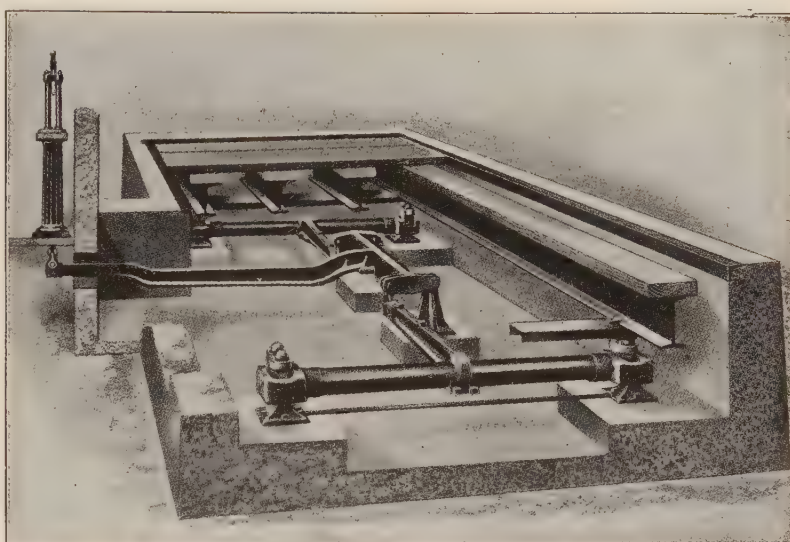
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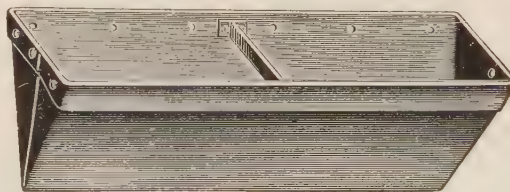
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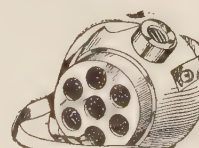
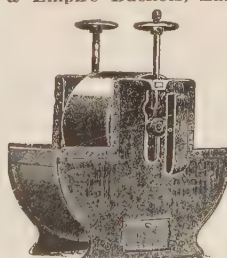
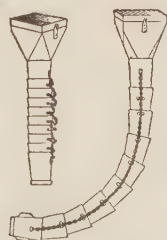


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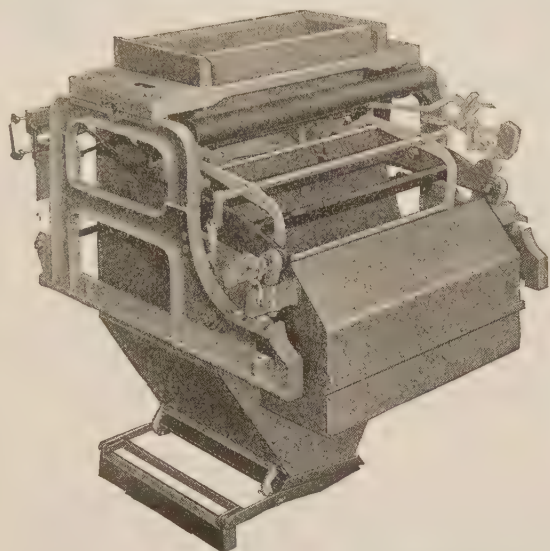


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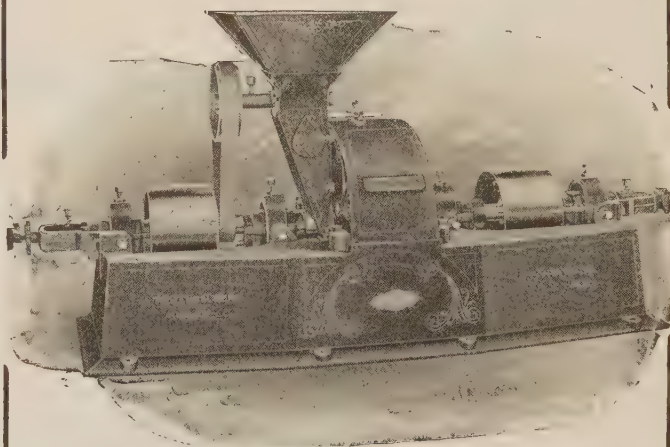
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"No. But I hear he's been doing big business. How does he work it?"

"Well—for one thing—he's been buying a lot of grain that Thompson wouldn't look at—stuff that was smutty, blighted and in poor condition. Then he'd fix it up so that the terminal would give him a decent price for it. Even grain of ordinary grade he manages to get a higher price for."

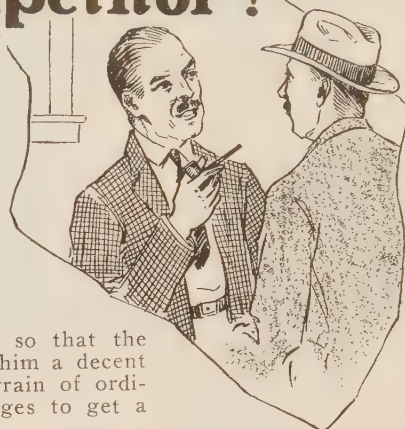
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"Oh, it's no secret; but Thompson seems slow to catch on. Joe has got a WONDER GRAIN CLEANER—and it is a wonder, too. It's not very big—he runs it with the usual equipment—but it sure does the work. You see, by cleaning out his shipments here, at the elevator, he not only saves freight on the screenings and dirt, but conditions the grain and improves the grade so that he gets a better price at the terminal."

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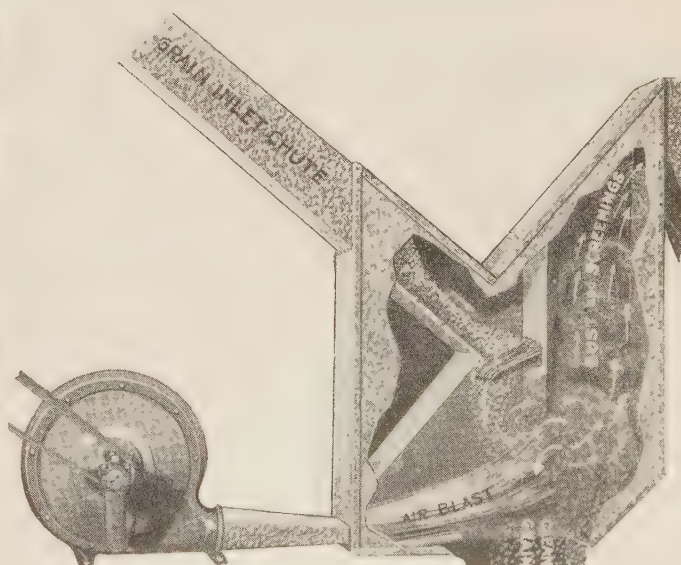
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THE METTLER Wonder Grain Cleaner

Means better grades and bigger profits

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The Carter Disc Separator can be depended upon to secure a cleaner separation in one run through than by any machine used heretofore.

Made for two classes of separation; the A type machine separates oats and barley from wheat, oats and barley from rye, or seeds and wheat from oats. The Seed type machine removes wild peas, cockle and seed from wheat.

And the cost of grain-cleaning by this machine is surprisingly low. The Carter Disc Separator

takes little room in the elevator—involves small installation costs—will operate steadily all day, with little or no attention—eliminates all sieves, brushes, shaker devices, vibration, air suction—has few working parts, all of which are housed from dust and run in oil—has practically nothing on it to wear out or cause trouble.

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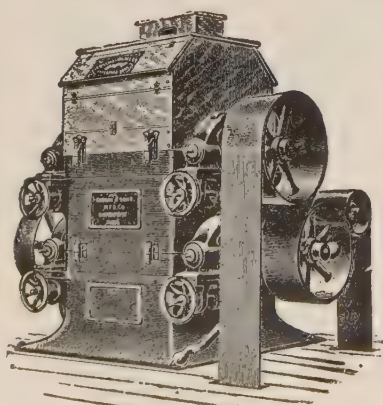
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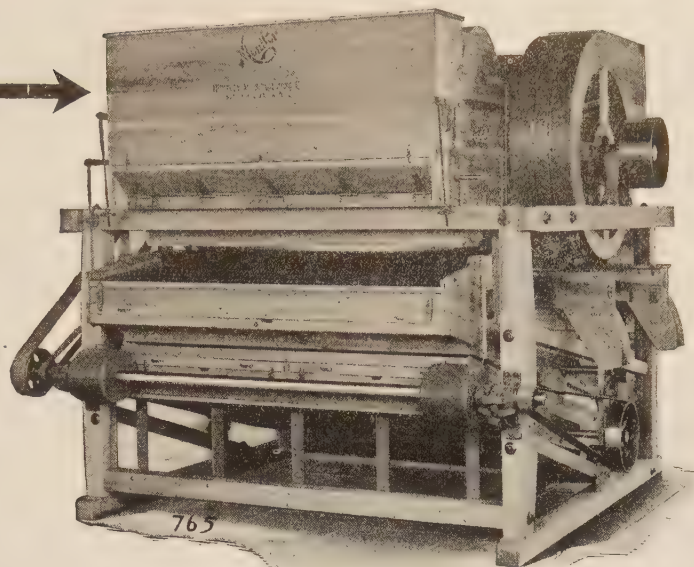
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CORN SHELLER VALUE IS A COMPOSITE—an INDEX composed of quality of materials and workmanship, mechanical soundness, durability, reliability, appearance and price.

To judge U. S. Value, we ask you to examine it exhaustively, interview owners, compare it with all other shellers.

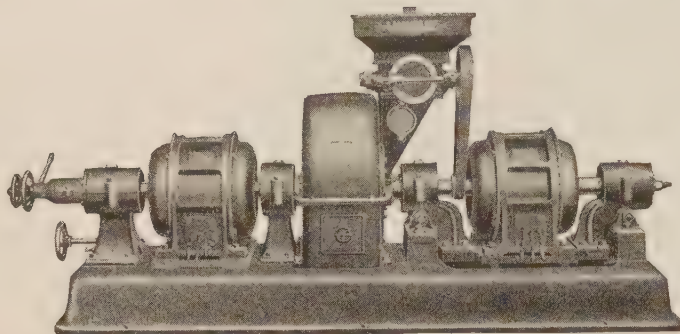
You will be amazed to find that for actual superiority in all essentials U. S. prices are lowest.

U. S. prices are based upon former low costs of plant and equipment, and present costs of labor and material.

THE B. S. CONSTANT MFG. CO.

Bloomington, Illinois

PUT THIS MILL In Your Elevator



(Belt Driven If Preferred)

One owner wrote he made \$3,000.00 in 9 months and paid out \$700.00 for power.

Others say they make \$350.00 a month feed grinding.

Names given on request.

Why not make money yourself?

Write **ROBINSON MFG. CO.,** P. O. BOX 411, MUNCY, PA.

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CONFIRMATION BLANKS

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

GRAIN DEALERS JOURNAL

305 S. La Salle Street
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We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

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We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.

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WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books
Attrition Mill
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Bags and Burlap
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Dump { Auto Truck
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Dump Controller
Dust Collector
Elevator Leg
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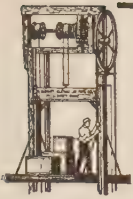
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or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

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Grain Dealers Journal, 305 So. La Salle St., Chicago



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are Money Makers
 They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements.
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DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

Randolph Grain Driers

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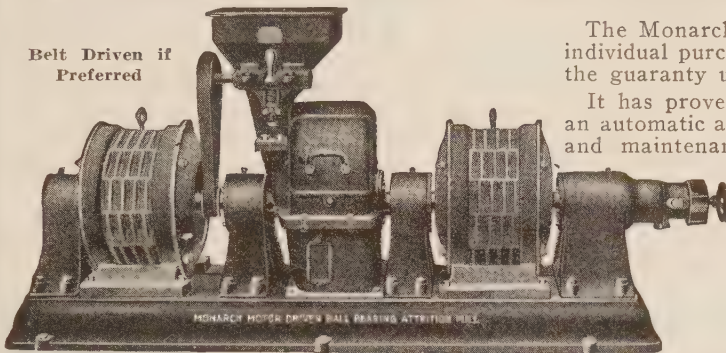
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Features Which Mean More Money to You

Features which mean the use of less lubricant and power, permanent tram and uniform grinding; features which make repair stops and expense unnecessary and insure full grinding capacity, have put superior value into each

MONARCH BALL BEARING ATTRITION MILL

Belt Driven if Preferred



The Monarch stands on its highly successful record with every individual purchaser; for the faithful and continuous upholding of the guaranty under which it was sold.

It has proved in every instance and beyond a doubt that it is an automatic agent of efficiency; in the saving of power, lubricant and maintenance expense. It has consistently supported our claims that its work is uniform without the necessity of tramping, that its upkeep cost is unworthy of consideration and that trouble of any kind in connection with its operation is an unknown quantity.

We have confidence that we can prove to you the value of The Monarch as an investment for profit.

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Mill Builders and Milling Engineers

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MUSTARD SEED SEPARATOR

Conceded to be the most ingenious thing ever invented for removing mustard from screenings, grain and seeds.

Automatic
No Moving Parts

Operates on the
Gravity Principle

Self-Acting
Requires No Power

Sold at such a low price that it actually pays for itself in a few weeks.

READ THIS:

Gentlemen—I have O. K'd the bill for Mustard Seed Cleaner. It is surely a dandy little machine, and does the work to perfection. Wishing you success, I am yours truly,

STAR & CRESCENT MILLING CO.

Chicago, Ill.
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We'll test your samples and show you something interesting

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THE WORLD'S LARGEST ELEVATORS USE THIS BRUSH

For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways.

Price \$16.00 per dozen, F. O. B. Minneapolis

Flour City Brush Company

422-424 South Fourth Street

MINNEAPOLIS



Elevator Operators!

Improve your car loading facilities; load your cars direct from wagons; salvage grain from wrecked cars and elevators; install a

Nall Pneumatic Car Loader

It takes the grain from any place to anywhere. From wagon to bin—from bin to bin—or from bin back to wagon again. There is no shoveling or hand handling. Its operation is entirely automatic—automatic suction intake—automatic elevation, and automatic distribution.

And there are no damaged kernels as no grains pass through the fan.

The fan is left free to do its work and this fatal and costly defect of other machines eliminated. Operator may insert delivery hose in bin or granary and blow them full—then remove and insert intake hose and suck them empty.

Operated by any power. Grain cooled and sweetened during operation and heating stopped. Complete interesting details on request.

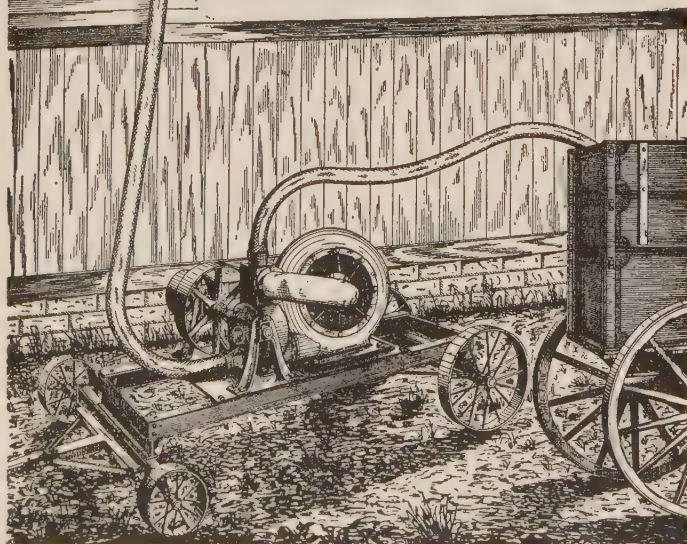
Nall Separator & Elevator Co.

430 Plymouth Bldg.

Minneapolis, Minn.

Handles All Grains—

The Nall Pneumatic Grain Conveyor may be used to handle all small grains and shelled corn. Model of compactness. Portable. Can also be used for conveying other material. Light in weight and acts as dryer for grain threshed damp. Write for catalog.



Used and endorsed by railroads for cleaning up wrecked grain cars and in transferring grain from damaged cars to good cars.

Can make immediate shipment on receipt of orders.

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OUR ADVERTISERS OFFER THE BEST.

Genuine

Brown-Duvel Moisture Testers



One two, four or six compartments
Electric, Gas or Alcohol Heated.

Our testers are shipped complete with Scale and all necessary supplies to make Moisture Tests.

Send postal for our new reduced prices and complete catalogue.

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Bearing shipper's name and consecutive numbers.

Prevent

CLAIM LOSSES

10,000 SHIPPERS

Are now using them

Write for samples and prices



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GRAIN DEALERS JOURNAL

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help to make it bigger and better.

A NEW SCALE FOR GRAIN GRADING

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture.

FOR QUICK AND ACCURATE DETERMINATIONS.

Dockage: 0 to 15% by 1/10% per 1000 grams (1 kg.)

Weight per bushel: 0 to 70 lbs. per bushel by 1/10 lb. using one quart dry measure.

Weight for moisture test.

Damaged kernels, foreign material other than dockage, etc.

Send for Catalog No. 35-G.

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McMillin Truck and Wagon Dump

The principle on which this dump operates is very simple

It can be operated either by hand or power, through the use of a special friction which hoists as well as lowers the dump. The speed is reduced through a set of gears and sprocket chain to a gas pipe roller which runs across overhead of driveway. This roller is provided with roller bearings. To this roller we attach two 7/8" cables and run these parallel to whatever distance is required and make the ends fast.

Along these lines of cable we place 7" special open sheaves at intervals of four to five feet (depending on conditions). The slack in this cable can be pulled down between any of these sets of sheaves or the cable thrown off of any set of sheaves and by so doing hoisting can be accomplished at any point along the line of cable.

Our specially constructed clamp which is easily attached or detached to either a wagon or truck wheel is provided with a 7" open sheave and can be attached or detached on the cable at any point desired.

In this dump it is easily seen that the one mechanism will dump in any number of openings and it is a small expense to add sufficient cable and sheaves for each additional dump door.

When the dump is not in use it leaves the drive clear for other purposes.

PRACTICAL--SPEEDY--SUBSTANTIAL--INEXPENSIVE

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INDIANAPOLIS, INDIANA

GRAIN SCALE BOOK

Form 23 is an indexed receiving book which is a little better than the ordinary. Each man's loads are entered on his page and a 28-page index in the front enables you to locate any account immediately. Each page is ruled and has column headings as follows: L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; and Amount.

The book contains 252 pages and a 28-page index in front of the best grade heavy ledger paper, bound in heavy board with cloth sides and red keratol back and corners. Size of page is 10 1/2 x 15 1/2".

Below is a letter received from one user which testifies as to the serviceability of this book:

Farmers Grain & Supply Co., Ensign, Kansas
Grain Dealers Journal, Chicago, Ill.

Feb. 19, 1921.

Gentlemen:—Please send us by parcel post one grain scale book form No. 23.

This book is well made and stands up under the wear and tear of office routine.

Very truly, Farmers Grain & Supply Co.

(Signed) C. T. Jones, Mgr.

To obtain a copy of the best grain scale book printed, order Form 23. Weight 5 1/2 lbs. Price \$4.50.

305 So. LaSalle St.

GRAIN DEALERS JOURNAL

Chicago, Ill.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
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CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **N. P. BOWSHER CO., SOUTH BEND, IND.**



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Collection
is
Profit Collection

When You Install a
NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

THE KNICKERBOCKER CO.
JACKSON, MICH.

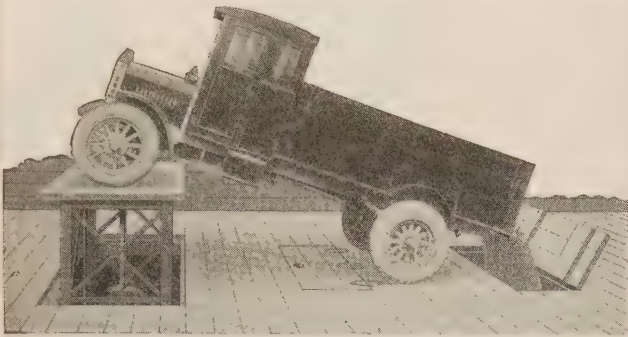
For Accurate Moisture Tests use our Grain Dealers' Air Tight Cans for forwarding your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.

OLSON GRAVITY TRUCK AND WAGON DUMP

Get our Price and Circulars

HUTCHINSON

KANSAS



KEWANEE LIFT ALL STEEL—BALL BEARING

We do not know of a single objection to lifts that has not been overcome in the KEWANEE LIFT. It is all steel—no wood to swell or rot. With the exception of the platform top there is no wood used in the construction of the KEWANEE LIFT. It is all of steel, cannot warp or buckle.

By combining the all-steel feature with ball-bearing operation the KEWANEE gives the utmost in satisfactory operation and long life. It is the only dump designed to operate in one unit with either trucks, wagons or sleds.

Regardless of what equipment you may use the KEWANEE is universally adaptable without change or addition. It will not get wobbly, operates smoothly under all loads and will support 50 tons. It has no chains, geared cables, pulleys or overhead framework. It is simple in its construction—easy to operate—quick. Raises and dumps in a few seconds, without locking front or rear wheels. Will not permit sliding while unloading. Accommodates any size or length truck, wagon or sled.

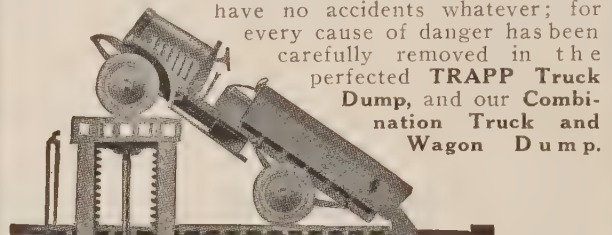
Simple and Durable

The illustration above shows the KEWANEE lift in operation. It operates with compressed air, the KEWANEE tank being in accordance with American Society of Mechanical Engineer's specifications. No complicated set of gears or sprockets to get out of order and throw your entire outfit out of working condition until repairs can be received. A single turn of the valve raises the lift any height desired. Opening the blowoff valve lowers the platform gently to its original level. No time lost—no doubt—no exertion—quick—positive—dependable. Write today for full description and details.

KEWANEE IMPLEMENT COMPANY
514 Commercial St. KEWANEE, ILLINOIS

You Will Have the Best of Service

if you get a TRAPP DUMP. You could dump the longest, and the heaviest trucks, as well as the light Ford trucks, with a TRAPP DUMP. You would



have no accidents whatever; for every cause of danger has been carefully removed in the perfected TRAPP Truck Dump, and our Combination Truck and Wagon Dump.

The TRAPP DUMP LIFT WILL NOT "BIND". Our special interlocking gear system prevents "Binding", as the gears are installed at all four corner posts of the dump lift; and they hold the platform perfectly rigid and solid.

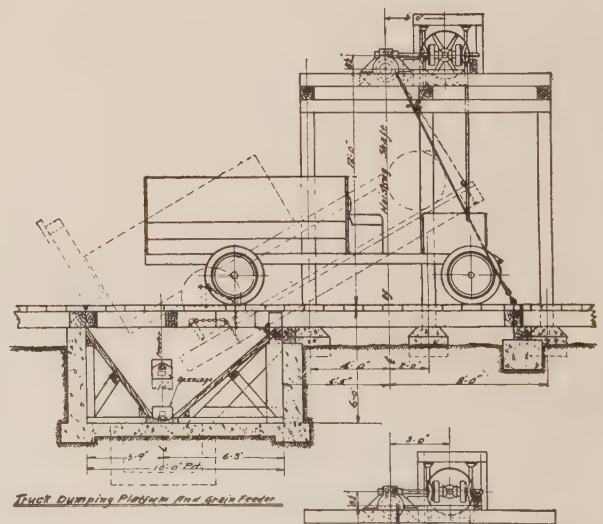
SEND FOR OUR FREE DESCRIPTIVE CIRCULARS

and price schedule. We will send you a list of installations we have made in LINE elevators.

Trapp-Gohr-Donovan Company

Factory and Offices, 1125-27-29 No. 22nd St.
OMAHA, NEBRASKA

SOMETHING NEW IN A TRUCK DUMP

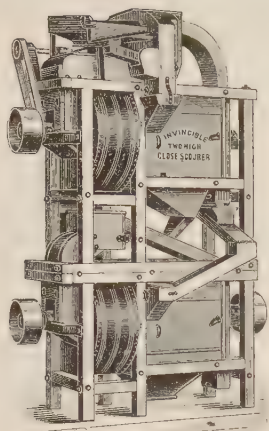


Can Be Installed in Any Elevator.
All Working Parts in Full View of Operator
Easily Installed and Operated

Send For Bulletin 107B

WELLER MFG. CO.
CHICAGO

The Scourer with a CLEAN RECORD



The INVINCIBLE Two-High—Two-Fan Scourer. Wheat Scoured in this machine is perfectly scoured, twice.

All screenings are removed by four strong air suction. Dust removed by our patented method of admitting air into the cylinders.

Write for Special Scourer Bulletin.

INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y.

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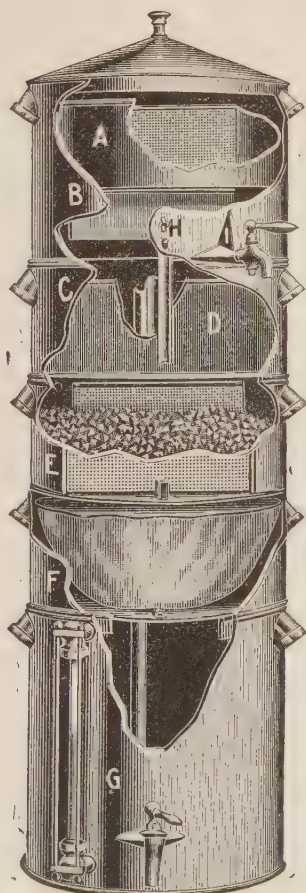
A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.

When You Think of Electrical Construction or Repairing—THINK OF

Pierson-Wilcox Elect. Co.
MINNEAPOLIS, MINN.
ESTABLISHED 1898

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS



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Did you ever stop to figure how much oil you really waste?

Every place where machinery is in operation, quantities of oil run into the gutter, only a small percentage is actually used and worn out by machinery. The balance runs down to—where?

That's it! Does it run to waste and utter loss, or is it conserved and, together with the grit, dirt and waste, put into a Bryant Oil Filter, where in 24 hours it comes out brand new oil with its original color and free from any foreign matter?

This filtering of oil is why so many people are buying less than one-half of the original quantity of oil used.

Cut your oil bill in two a couple of times by buying a Bryant Automatic Oil Filter. Write for complete literature and prices.

THE DAY COMPANY
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Fairbanks Scales

TYPE "P" SCALE

For Auto Trucks and Wagons



Weights Heavily Loaded Auto Trucks with Dependable Accuracy



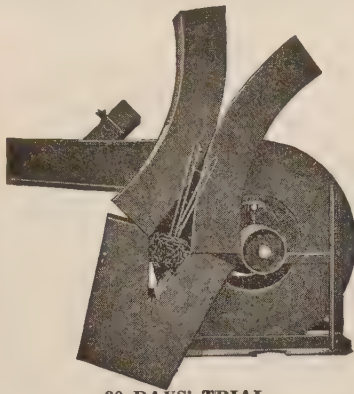
Built on the suspended platform principle—knife edges and bearings in constant contact regardless of platform movement. Jars, shocks and vibrations absorbed by suspension system before reaching the pivots. This means long lived accuracy and sensitiveness. A weight authority you can rely upon.

Fairbanks, Morse & Co.
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Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

We have induced reliable advertisers to talk to you. If they interest you, mention that you saw it in The

Grain Dealers Journal



30 DAYS' TRIAL

Dust is Dangerous to Health

There is no need to ruin your health or the health of your men by scooping grain in a dirty, dusty car. Our system is not only simple but effective.

You can load every car to full capacity with a Boss Air Blast Car Loader, without any scooping in the car. You can also clean the grain as you load if you desire. O. N. East, of Milmine, Ill., says it is superior to a regular grain cleaner.

We manufacture Stationary outfits for installation in elevators, also portable outfits with and without engines. Prices range from \$150.00 to \$1,185.00. They handle both EAR corn and loose grain. Write for Trial Offer and complete catalog. It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

WHAT IS A HIGH PRICE ?

A Distributor that outlasts all other devices, that costs less to operate and maintain, and is more efficient, is not high priced.

Cost must always be figured against the work done, the time saved, the absence of repairs, and durability; but most of all in the value of the grain that is saved from being mixed with other grains of lower grades.



HALL SPECIAL

A PERFECT ELEVATOR LEG

Speeded, spaced and proportioned correctly. The greatest possible capacity, perfectly handled, without stopping, without choking, without backlegging.

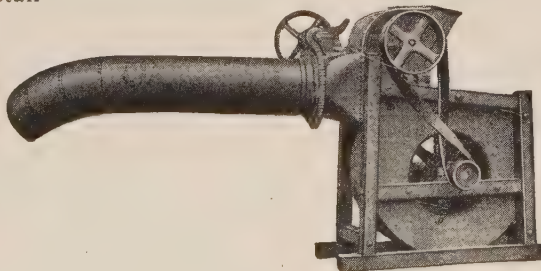
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Hall Distributor Company, 222 Railway Exchange, Omaha, Nebr.

CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grain possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The
Combined
Grain
Cleaner
and
Pneumatic
Car
Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars

MATTOON GRAIN CONVEYOR CO., MATTON, ILLINOIS

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.



You Know the Value of Crushed Oyster Shell

FOR POULTRY

Handle it and add to Your Profits

ASK FOR PRICES

F. V. GENTRY CO.

PORT LAVACA, TEXAS

WE ARE CRUSHERS

SHIPPERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Datescales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00
Grain Dealers Journal, Chicago, Ill.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

The Automatic Dump Controller



A Good Business man gives his helpers the best, most up-to-date useful articles he can purchase with which they may perform their duties, with the greatest ease and in the shortest time.

In this way his people become more efficient and more valuable to him.

It is just as necessary for you to give your Friend Dump the most up-to-date and useful equipment with which he may perform his work, in order to procure the desired results in your business.

The McMillin Automatic Dump Controller is to your Dump what the Adding machine is to any Business man's Bookkeeper.

Send for Circulars.

L. J. McMILLIN

525 Board of Trade Bldg.

INDIANAPOLIS, IND.

Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with keratal back and round corners. Price, \$2.75.

GRAIN DEALERS JOURNAL

La Salle St.

Chicago, Ill.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 $\frac{3}{4}$ x13 $\frac{3}{4}$ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$3.25

Form 43XX—400 Pages, \$5.50

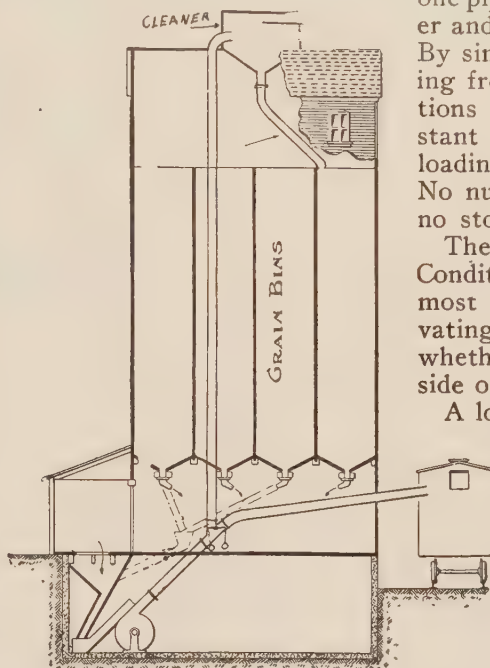
Grain Dealers Journal

305 So. La Salle St., CHICAGO, ILL.

WE HAVE BEEN USING the Universal Grain Code for many years and most of our best customers are doing likewise.—Alex. Christie, mgr. Commission Dept., Canadian Elevator Co., Winnipeg.

Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

Bernert Mfg. Co.

NORTH MILWAUKEE, WIS.

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight, 4 lbs.

Grain Dealers Journal

305 So. La Salle St. Chicago, Ill.

GRAIN ELEVATOR BUILDERS

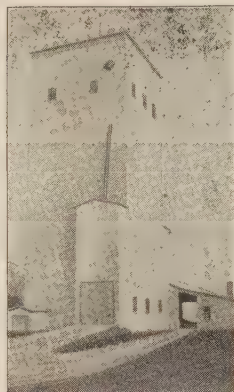
A Reduced Cost of Handling Grain

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

30 Years Practical Experience

YOUNGLOVE CONSTRUCTION CO.
Sioux City, Iowa



THE illustration shown is of an elevator designed and built by us. May we build one for you?

Write and tell us when to call and go over the proposition with you.

Corn Belt Engineering & Construction Co.
BLOOMINGTON ILLINOIS

Your Individual Needs are respected when your elevator is designed and built by

W.H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

BIRCHARD CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of Operation and Maintenance
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Modern Grain Elevators
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Engineers and Builders of

MODERN WOOD and FIREPROOF ELEVATORS

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GRAIN ELEVATORS

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CONTRACTOR and BUILDER of GRAIN
ELEVATORS—Wood or Concrete

Special Attention given to Repair Work

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.



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JACKS

For Grain Elevator and Silo Construction

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NELSON MACHINE CO.
WAUKEGAN, ILL.

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W. C. BAILEY

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Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg.

Let us show you

433 Railway Exchange Bldg., OMAHA, NEB.

"EXCEPTIONAL SERVICE"

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Designers and Builders of

GRAIN ELEVATORS and FLOUR MILLS

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If you want regular country shippers to become familiar with your firm name, place your "ad" here.

CHECK your reductions of pounds to bushels by using

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New edition revised and enlarged.

GRAIN DEALERS JOURNAL
Chicago, Illinois

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Designers and Builders of
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Grain Elevators Driers Coal Chutes
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THE RYAN CONSTRUCTION CO. SCHUYLER, NEBRASKA

We build Modern Fireproof Grain Elevators,
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SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements

GEO. A. SAATHOFF

DESIGNER & BUILDER
OF GRAIN ELEVATORS

MAYER HOTEL PEORIA, ILL.

You Know

You want to do business with
the grain shippers. Tell them so.
The Grain Dealers Journal
reaches them.



Another Reliance Success

Elevators of our design and construction
are the best endorsement of our work. We
study your particular problems and build
the elevator best adapted to your needs.
Write us for further particulars.

Reliance Construction Co.

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R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

GRAIN and COAL ELEVATORS

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Elevators
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Regular Length, 7 inches

For Sale at your Dealer.

Conceded to be the Finest Pencil made for general use.

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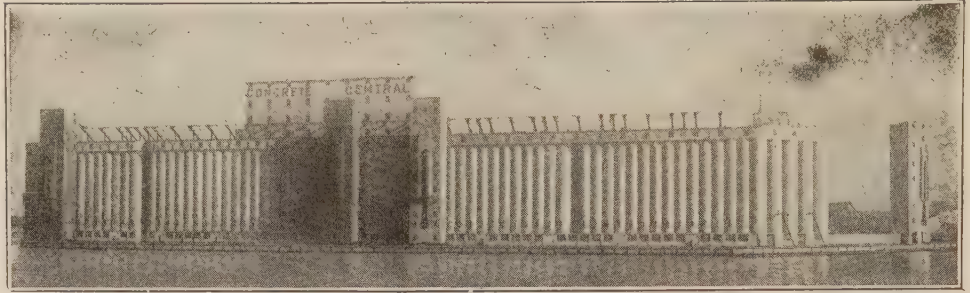
Made in five grades

Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

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Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.



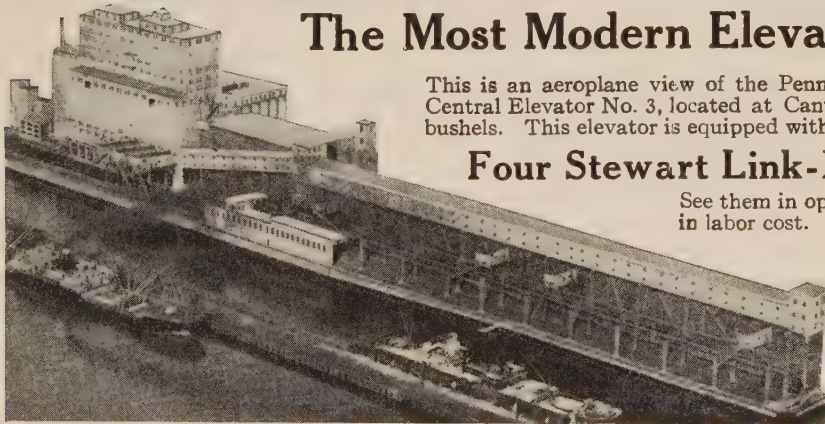
Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

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Write us for Estimates and Proposals



The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.

"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

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FOR

The Grain Growers' Grain Company, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

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Designers and Builders of GRAIN ELEVATORS
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ENGINEERS AND BUILDERS
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EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG
386 120th Place, Blue Island, Ill.

BOGGESS CONSTRUCTION CO.
204 Empress Bldg. Phone F. 282 DECATUR, ILL.

Builders of
GRAIN ELEVATORS and COAL POCKETS
of the BETTER CLASS
Special study given to each plant—Each
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L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

Brandon Construction Company
The Southeast's Foremost ELEVATOR BUILDERS
MARIANNA FLORIDA

**If you have
a good thing**

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest
and best way—but it must be
the right kind of advertising.

If you have spent your good
money without satisfactory re-
sults, it's a case of wrong article
or wrong advertising.

The easiest, most direct,
most popular and most effective
way to the grain dealer is The
Grain Dealers Journal route.
Try it.

If you wish to build your elevator
right, my eighteen years
experience is at your command.

C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

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Successor to
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Designing Engineers
Reinforced Concrete Elevators. Large or Small
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The STAR ENGINEERING COMPANY
BUILDERS OF GOOD ELEVATORS

WICHITA, KANSAS

*Write, phone or call us when you are in need of
a Good Country Elevator or Engineering Service*

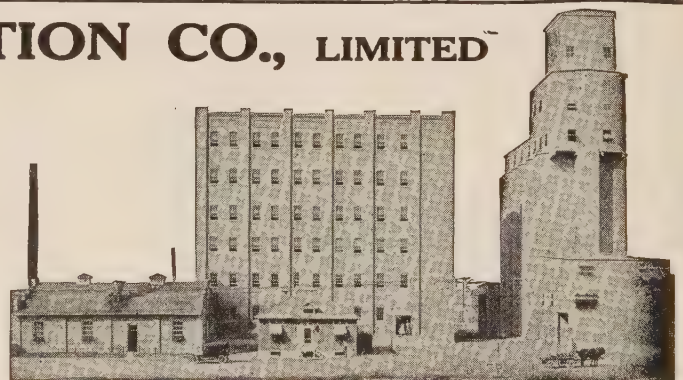
Successors to the Construction Department of the White Star Company

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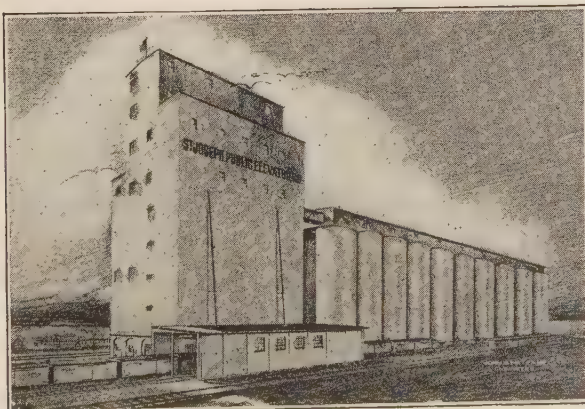
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GRAIN EXCHANGE, FORT WILLIAM, ONT.

**WE ARE PREPARED TO TAKE
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HEAVY ENGINEERING STRUCTURES**

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.



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St. Joseph, Mo.

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Grain Elevator Engineers

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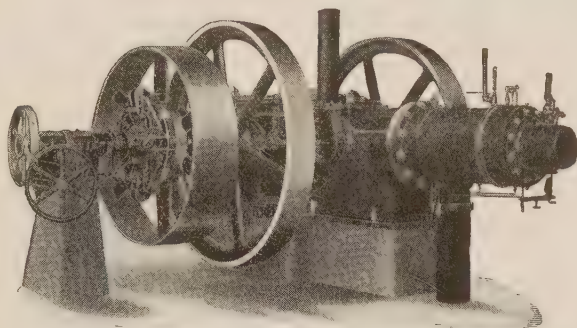
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BUENOS AIRES

MUNCIE

Heavy Duty

Oil Engine

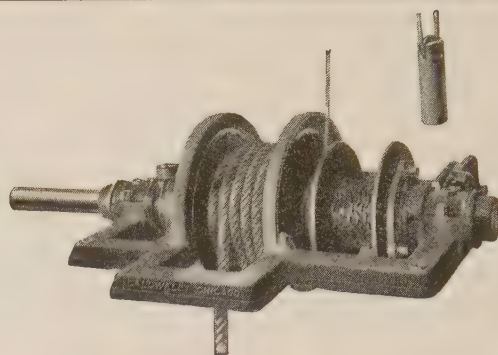


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Reduce Your Fuel Bill 80 Percent
Sizes 10 to 250 H. P.

MUNCIE OIL ENGINE CO.
MUNCIE, IND., U.S.A.

Bhesranc: Atlanta, Ga. Dallas, Tex. Export Dept.
36-40 W. 60th St., N. Y. City



Power Grain Shovels

The improved design Caldwell shovel is preferred because of the simplicity of design and substantial construction. It is heavier and stronger than the older patterns and the winding drum is larger. Those portions of the mechanism subject to shock or unusual wear are made of steel and the frame is what is known as box cross section.

Everything in the elevating and conveying line for your elevator can be furnished by us. Helicoid Screw Conveyor, Conveyor Troughs, and Fittings, Sprocket Wheels, Chain, Elevator Legs, Boots, and Buckets, Friction Clutches, etc.

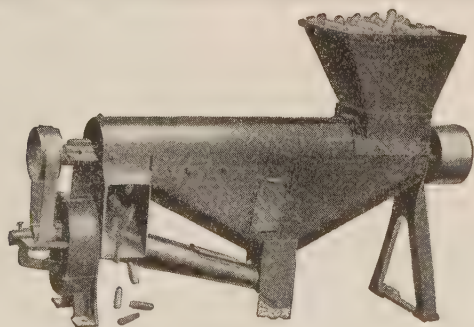
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H. W. CALDWELL & SON CO
LINK-BELT COMPANY, OWNER.

Chicago, Ill.—17th St. and Western Ave.

New York—50 Church St.

Dallas, Texas—709 Main St.



Style A Triumph Corn Sheller

A GOOD SHELLER OF MODERATE CAPACITY

If you can use a Sheller that will properly shell 75 bushels of corn an hour; and if you want a good simple machine, you'll get just the sheller you ought to have in a Triumph.

Thousands of Triumph Shellers are at work in moderate sized mills and elevators both in this country and abroad, and every one of them is shelling corn properly and producing its share of profits.

We'll be glad to send you a copy of our new corn sheller circular. Just send us a postal or a letter asking for it.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.75

Form 19GT Triplicating (375 pages) 2.25

Grain Dealers Journal

305 So. La Salle St.

Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion.

ELEVATORS FOR SALE.

NORTHWESTERN IOWA elevators wanted—cribbed. Must handle 100,000 bushels or more annually and be priced right. Give complete information and price in first letter. Address 47Q9, Grain Dealers Journal, Chicago, Ill.

WESTERN IOWA—TWO elevators at adjoining stations handling grain, coal and feed. One man can handle both with helper. Both modern equipment, and big grain stations. Address 46M7, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA elevator and implement business on main line of railroad for sale. Doing a good business; electric power. Must sell to dissolve partnership. Address 46L16, Grain Dealers Journal, Chicago, Illinois.

TWO TWENTY thousand bushel capacity elevators, located in North Central Oklahoma. On A. T. & S. F. R. R., at adjoining stations; can be operated from one station. Best crop in years; also handle Coal, Flour, Feed, Seeds and Salt. Wonderful opportunity for right parties. Address Norcenok, Box 9, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS elevator for sale; capacity 30,000 bu., handling 200,000 annually; equipped with a Richardson Auto. scale, 2 dumps, electric power. Office with 5 ton Howe scale, one inclosed lumber shed 40'x80', coal shed. Also 8-room house, with some fruit. Good reasons for selling. Address 47N12, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA 25,000 bushel elevator in a sure crop country section for sale. In German settlement of well-to-do farmers. Crop prospects fine. In past years have handled 165,000 bushels annually. Have a good five bin coal shed and flour room in connection. Possession given at once. For particulars write 46M37, Grain Dealers Journal, Chicago, Illinois.

OHIO'S BEST AND CLEANEST ELEVATOR. One of the best grain points in the state. Will sell at less than cost of replacement today. 25,000 bushel capacity, steam power. One other elevator in town. Will handle around 150,000 bushels annually. Good side line business. Good, modern town, 3000 population. For further particulars write Box 459, Hicksville, Ohio.

CENTRAL ILLINOIS elevator for sale. Located on the Illinois Central Railroad, direct shot to Southern markets. Equipped with electric power, three dumps, and all up to date. Capacity 30,000 bushels. Town 650 inhabitants. Elevator handles 200 M. to 250 M. bus. annually. Coal business included. Part of money can remain in property. Price reasonable. Address 47N5, Grain Dealers Journal, Chicago.

NORTHERN ILLINOIS, Ogle County, 10,000-bushel elevator handling 200,000 bushels of grain annually, for sale. Equipped with Howe Dump Scales, 8 h.p. International engine, grain cleaner, seed mill. Office attached to elevator—both electrically lighted. Located on the C. & G. W. Ry. on railroad ground. Warehouse for seeds, feed, cement, 300-ton coal shed, one enclosed and one open lumber shed, one lumber and lathe shed, small enclosure for wire goods, posts, etc., good wagon house and barn. Have handled over 40 carloads of merchandise annually for the past five years. Strictly modern eight-room house surrounded by fruit trees. Terms for half purchase price of this business property and home. This is a paying proposition and priced right. The owner must go West for his health. Address 47Q22, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IF OUR ad is still running please cancel, as we now have enough applications here to hire men for a dozen elevators and still take our pick.—G. W. S.

SOUTHEASTERN NEBRASKA—15,000 bushel capacity elevator; sixteen coal sheds. Good coal and feed trade. Good town. Price \$4,000. Address 47Q6, Grain Dealers Journal, Chicago, Ill.

IOWA—THREE elevators in north central Iowa for sale. All doing good business and in excellent territory. Price right. Write quick. Address 46M4, Grain Dealers Journal, Chicago.

SOUTHERN INDIANA—15,000-bushel cribbed elevator on private ground in County Seat town for sale. Good grain, flour and feed business. Address A. H. Richner, Crawfordsville, Ind.

MINNESOTA elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn. 46A13.

ILLINOIS elevator, located on I. C. R. R. Good condition, excellent location, large territory. Full particulars and description upon inquiry. Address 47P14, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Small flour mill and grain elevators with warehouses, etc., for conducting retail and wholesale flour and feed business in good Illinois town, well located. Address 47N1, Grain Dealers Journal, Chicago, Ill.

OHIO—15,000 bushel Elevator in western part of state for sale. Located in fine grain section and doing a good business in grain, seed, coal, flour and feed. On private grounds. Residence property included. Address 46F8, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS 20,000 bushel capacity elevator, located on the C. B. & Q. R. R. for sale. Good coal and feed business in connection with new feed house and coal storage. Elevator is in fine condition and is equipped with electric power, two dumps, two scales, and has an exceptionally fine location. Only elevator in town. Priced right. Address 46H26, Grain Dealers Journal, Chicago, Illinois.

TEXAS PANHANDLE mill and elevator—\$3,000.00 of stock in newly incorporated company for sale. Station will handle 1,200 cars grain this year. Three other dealers. Can handle several sidelines. Unlimited opportunities. Good town and large territory, with development just started. Fine climate and very healthy. Want man with grain experience to buy and take active part in the business. Address Box 225, Texline, Texas.

MONTANA—Two good cribbed elevators each handling 100,000 bushels of wheat annually besides doing a good coal, retail feed and seed business. Elevators located in the Yellowstone Valley with both irrigated and dry land to draw from; never have had a failure of crops in this territory. Good reasons for selling. If interested write Box No. 1104, Billings, Montana.

BARGAIN IF TAKEN AT ONCE:—Someone's always looking for an elevator at a good grain point and read these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATORS FOR SALE.

IOWA elevator of 22,000 bushels capacity for sale or rent. Located on three railroads. Coal and feed business in connection. Address 47Q24, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator in best wheat belt in Kansas. 15,000-bushel house. Crops in fine condition. \$3,000 quick sale. Address 46J28, Grain Dealers Journal, Chicago, Illinois.

NEBRASKA good 6000-bushel elevator on St. Joseph & Grand Island R. R. for sale. Only elevator in town. Price \$2500.00. Possession July 1st. Address R. E. Butler, Norton, Kan.

KANSAS 4,000 bushel elevator and 50 barrel flour mill for sale. Located in the heart of the wheat section at Argonia. All buildings are built of concrete, tile and cement blocks covered with "V" crimped galvanized iron. Equipment is practically new. Good crop of wheat this year. This is a splendid proposition and an excellent locality for business. Write J. G. Pearce, Argonia, Kansas.

ELEVATORS WANTED.

WILL BUY ELEVATORS showing good business. Address E. W. Davis, 513 North Seminary street, Galesburg, Ill.

WANT TO BUY for cash, elevator in Ohio or Indiana. Prefer Farmers Equity that wants to quit the grain business. Give all information possible in first letter. No dead ones need apply. Address 403 W. Fayette St., Celina, Ohio.

ELEVATOR WANTED in Western Ohio or Eastern Indiana. State what you have and what you handle in first letter. Only a good proposition will be considered. Address Omer Snyder, 1215 Glenmore Drive, Springfield, Ohio.

ELEVATOR & FEED MILL WANTED. Want to hear from parties having an elevator and feed mill, or small flour mill with elevator and feed mill for sale or trade. I have 175-acre farm, best location in east Texas. Will trade for as above mentioned. Cash price on this farm is \$135.00 per acre. Can carry 9 or 10 thousand on this place, 18 or 20 years. Farm will net owner \$8000.00 this year. Address Box 236, Mineola, Texas.

FARM LANDS FOR EXCHANGE.

WANTED—To trade half section good farm land in Oklahoma for elevator in Northern Oklahoma or Southern Kansas. Address P. O. Box 788, Enid Oklahoma.

ELEVATOR & MILL FOR SALE.

DAYTON, OHIO, 30,000 bushels capacity. Doing a fine business in poultry, horse and dairy feeds.

JOE KRAMER,
The Factory Specialist. Dayton S. & T. Bldg,
Dayton, Ohio.

BUSINESS OPPORTUNITIES.

PLANT OR INTEREST FOR SALE.

Complete new feed milling and mixing plant in eastern city of over 100,000 people, with own R. R. siding; milling-in-transit facilities available; good business, established many years ago and widely known. Is at limit of expansion for lack of capital. Will sell out entirely, part or controlling stock to get larger working capital. Worth investigating. Address 47Q1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE ELMER N. SMITH
Elevator Brokers, Frankfort, Indiana.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th St., Chippewa Falls, Wisconsin.

CLAYBAUGH-McCOMAS
Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try and satisfy you.

JAMES M. MAGUIRE.
432 Postal Tel. Bldg., Chicago, Ill.

MICHIGAN ELEVATOR BROKER.

Have several first class purchases in Michigan elevators handling beans, grain, hay, potatoes and good retail business.

Special value: a fifty barrel flour mill, own water power; two acres of land; on two railroads. Wonderful proposition.

A. L. Chamberlain,
Port Huron, Mich.

HELP WANTED.

WANTED—Experienced Bookkeeper for grain and feed business. Knowledge of stenography desirable. Chance for advancement. Dadmun Bros., Whitewater, Wis.

WANTED—Experienced Elevator Foreman; one who has had experience handling wheat, corn and oats. Steady employment. Give age, experience, salary expected. Address The Ansted & Burk Co., Springfield, Ohio.

MACHINERY SALESMEN WANTED—By large flour mill machinery manufacturer. Only those having sales ability and experience need apply. State age, experience and salary expected. Address 47P9, Grain Dealers Journal, Chicago, Ill.

MANAGER wanted for our field seed cleaning plant and elevator at Sigourney. Must be able to manage both car lot seed and grain department. Give full details as to references and experience in first letter. Address Bruns Seed Company, Washington, Iowa.

WANTED—Experienced retail garden seed man. City of 12,000. Store operated in connection with large wholesale seed, grain, feed and fertilizer business. Unlimited opportunity for advancement. Will give free hand and ample backing to right man. Address 47Q3, Grain Dealers Journal, Chicago, Ill.

WANTED—Good live, experienced man to take a working interest in well established, rapidly growing seed business. Plant equipped with best new and modern cleaning machinery. Located in the heart of the clover seed producing section of Minnesota. At present handling all seeds, grain, potatoes and machinery. Investment absolutely secured. For details address 47P7, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal. manager? Let the Want Ad Man get one for you.

ADDRESS WANTED.

ADDRESS of Edward R. Benson, formerly of Minneapolis Minnesota, wanted. Address 46G18, Grain Dealers Journal, Chicago, Illinois.

SITUATIONS WANTED.

WANTED—Grain, Lumber and Implement man, 10 years' experience, wants position in central or western Kansas. Address 47Q17, Grain Dealers Journal, Chicago, Ill.

MANAGER—25 years' experience, desires position in Indiana with good company at live station. Can produce results. References furnished. Open for change Sept. 1st. Address 47P2, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator or lease on joint account. 5 years' experience. Kansas or Colorado preferred. References furnished. Address 47P22, Grain Dealers Journal, Chicago, Ill.

GRAIN BOOKKEEPER - ACCOUNTANT, thoroughly experienced in all departments of the business, and capable of taking entire charge of office, is available for position in any terminal market. First-class references in Minneapolis grain trade and elsewhere. Address P. O. Box 434, Minneapolis, Minn.

MAN WITH TWENTY years' experience in the grain business wants position with good firm. Have managed Line and Farmers' elevators; familiar with side lines. Capable of handling branch office, or road position; traveled one season. Now employed—good reasons for desiring change. Address 46L31, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of Farmers Elevator or line house. Have had six years' experience in handling all kinds of grain, live stock feed, flour and fuel. Am married; age 30. Employed now. Desire a change. Would come on trial. Best of references. Address 47Q15, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as traveling representative for some good, reputable grain commission firm; Chicago preferred. 10 years' grain experience in country and terminal elevators. Can furnish best of references. Now employed, but for very good reasons wish to change. Am located in good grain territory and would want to keep my present home. Address 47Q16, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SEEDS FOR SALE—WANTED

MILLET SEED in car lots for sale. Early Fortune, Hog, Common (golden) and Siberian. Reimer Smith Grain Company, Holyoke, Colo.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

USED CHECKWRITING Machines, wholesale, retail, all makes. Dealers and corporations needing one to fifty,—write me. R. B. Allen, 519 Farnham Building, Omaha, Nebraska.

MISCELLANEOUS.

WANTED—Baled corn husks or shucks. The Hamilton Co., New Castle, Pa.

"OPPORTUNITY KNOCKS BUT ONCE." Read the "Business Opportunities" offered in this issue.

THE LA RUE FARMERS EXCHANGE CO., La Rue, Ohio, is now ready to ship hay. They will be glad to receive bids from dealers who wish to buy.

10,000 elevator brooms. Will sacrifice at half cost price. 50c apiece in lots of 100 only. Wire your orders before the stock is gone.

Jos. Werner,
70 Pliny Street, Hartford, Conn.

Helpful Books

FOR

Carlot Grain Handlers

Clark's Fractional Values: This table is on heavy cardboard. Size 9½x11 inches, showing the value of any quantity from 1 to 50,000 bushels, at ¼, ⅓, ½, ⅔, ¾ and ⅞ cents. The amount of bushels is shown in red and the value in black. They are the most conveniently arranged tables for showing fractional values of bushels. Price 25 cents.

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy Bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

One Daily Record of Coal Sales. Book contains 150 double pages of high grade ledger paper, suitable for ink entries, numbered consecutively. Column headings as follows: Delivery Ticket No.; Name; Address; Price; Ledger page; Charge sales, coal, wood; Cash book, coal, wood; pea, chestnut; range; small egg; large egg; hocking; soft nut; soft egg; (then three columns with no headings—to be filled in as owner of book may want); lump; egg; mine run; (another blank heading); coke; wood, pine, hard; Remarks. Book is bound in heavy gray canvas with the words, "Daily Record of Coal Sales," printed in black ink across front cover. Size of page is 16¼x10½ inches. Order Daily Record of Coal Sales. Price \$2.00.

Clark's Double Indexed Car Register: Is an index designed to afford ready reference to the entry or record of any car. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left being numbered 0, 1, 2, 3 and 4, while columns on the right are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record." The marginal index figure represents the right hand or unit figure of the number entered, while the column heading is the second or tens figure. The required number can be instantly found if properly entered. Form No. 40, with space for 12,000 cars, \$2.00. Form No. 42, with space for 21,600 cars, \$3.00.

Purchase & Sale Contracts is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his purchases and sales contracts to determine instantly whether he is long or short. Left hand purchase page column headings are: Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks. Right hand sales page column headings are: Date, To Whom, Bushels, Grade, Shipments, Price, By Whom, How and Remarks. Book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in heavy canvas. Order Form 18 P&S. Price \$2.75.

Clark's Decimal Grain Values: Saves time and money and prevents errors. It shows at a glance, or with simple addition, the cost of any quantity of grain from 10 to 100,000 pounds at any given market price and reduces pounds to bushels on the same page. Values are shown directly from pounds without reducing to bushels. Pounds shown in red figures and values in black; price being given at top and bottom of each page. Prices for oats range from 10 cents to 79 cents a bushel; for corn, rye and flaxseed, 10 cents to \$1.09 per bushel; for wheat, clover, peas and potatoes, 30 cents to \$1.50 per bushel; for barley and buckwheat, 20 cents to \$1.49 per bushel. Order Form No. 36. Price \$6.00.

Use Universal Grain Code and Reduce Your Telegraph Tolls.

GRAIN DEALERS JOURNAL,

305 So. LaSalle St., Chicago, Ill.

OIL AND GAS ENGINES.

FOR SALE—15 h.p. Bessemer gas engine. \$125.00 will take it. Address 47Q5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Used 25 h.p. Fairbanks-Morse type "N" gasoline engine. Can be equipped for kerosene. Cheap. Address 47Q8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—40 h.p. Muncie Oil Engine, guaranteed running condition; airstarter and pump, Minster clutch, oil tank, all excellent condition. Invite inspection. Address Milford Grain & Mfg. Co., Milford, Ind.

IF You Knew

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

Grain Dealers Journal
305 So. LaSalle St., Chicago, Ill.

Clark's Wagon Load Grain Tables

(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL
305 So. La Salle St. CHICAGO, ILL.

ENGINES WANTED.

WANTED—Used Otto or Fairbanks-Morse engines. State condition and price. Address 47N23, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

WANTED—Two 60 bushel Hopper, Fairbanks, Buffalo or Howe scales and one double motored Thrashing Mill, motors 15 or 20 h.p. Address The Twining Bean & Grain Company, Bay City, Michigan.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

STEAM ENGINES, BOILERS.

FOR SALE—Our new Buckeye 150-h.p. compound steam, stationary engine. Used only 60 days. Complete all but boiler. Suitable for saw mill or small flour mill. In first-class shape. Will sell ½ price of a new one of this size, if buyer will remove same from our building. Write R. W. Hurt, Mulvane, Kans.

MACHINE WANTED.

WANTED—AT ONCE: Eureka Batch Mixer, 1500-2000 lbs. cap. State condition and price. Atchison Poultry Supply Co., Atchison, Kans.

ENGINES FOR SALE.

FOR SALE: Our new 50-h.p. stationary steam engine. In first-class shape—complete all but boiler. Ready to run. Used only short time. Mulvane Co-op Union, Mulvane, Kans.

DYNAMOS—MOTORS.

FOR SALE—One G. E. 55 h.p. compound D. C. motor, 845 r.p.m., voltage 220. Renders splendid service and good for many years yet. Address 47P15, Grain Dealers Journal, Chicago, Ill.

BAGS—BAGGING—BURLAP.

FOR SALE—2500 second-hand cotton grain bags, 16 oz., 25c each f. o. b. St. Louis, large or small lots. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

MACHINES FOR SALE.

FOR SALE—Motors, Lighting Sets, D. C. or A. C., any voltage, Morse Chain Drives. Morse Engineering Co., St. Louis-Kansas City.

FOR SALE—Several No. 8 Boss Car Loaders good as new—complete ready to install. Address A. H. Richner, Crawfordsville, Indiana.

FOR SALE—1 Grain Cleaner, 100 bu. capacity; 1 14" Meadows Burr; 1 20" Nordyke & Marmon Burr; 1 two-hole Power Corn Sheller. In A1 condition. Bohannon & Son, Richland, Mo.

FOR SALE—One Boss Car Loader complete, \$50.00; one Barnard & Leas Size 1 Corn Cleaner, in good condition, \$75.00. Address 47N18, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22-in. Robinson single runner attrition mill in good condition—run very little—belt drive. O. C. Bowers & Co., Oklahoma City, Oklahoma.

FOR SALE.

New Eureka Counter Balanced Corn Cleaner, size 361, 1,200 bushels capacity. Never been used. Reasonable price. Also large list of milling equipment in excellent condition.

Mead Johnson & Co., Evansville, Ind.

MACHINERY FOR SALE—Gibson Corn Cracker, practically new, largest size No. 30, with 9x30 rolls, corrugated for coarse cracked corn, also extra pair for fine cracked corn. Cost over \$900. Will sacrifice for \$500. The Brooks Co., Fort Scott, Kansas.

FOR SALE AT A BARGAIN.

One 125 h.p. Murrey-Corliss Engine. Atlas Boiler for same.

One 75 h.p. Deisel Engine.

Set up and ready to run. Can be seen at any time. For price and particulars write Gerlach-Higgins Mfg. Co., Shattuck, Okla.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in the letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

REAL BARGAINS.

Prompt Attention. **Quick Shipments.** When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

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COLUMBIA MOTOR TRUCK SCALES Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market. COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

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WORN BOOKS.

These books are slightly soiled and shelf worn. To clear out these books promptly we are offering them at greatly reduced prices.

RAILROAD CLAIM BLANKS—Two 411-A, for Loss of Weight in Transit. These books contain 100 blanks in duplicate, with 4 sheets of carbon paper bound in back. Corners of each book slightly bent. Order Form 4112-A. Price each \$1.50.

Five Universal Grain Codes, shelf worn from being used as samples. They are slightly soiled. Paper bound, containing 13,745 code words as well as the latest supplement for U. S. Standards for wheat, corn and oats. Order "Bargain Universal." Price while they last \$1.00 per copy.

Triplicating Confirmation Blanks will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of carbon, size 5½x8 inches, 90 cents. Order Form No. 6CB.

Thirty-three Universal Grain Codes, bound in flexible leather, printed on high grade bond paper, containing all the latest phrases of the grain trade, including a supplement for the U. S. Standard Grades of Wheat, Corn and Oats. These codes are exactly like our stock copies, with the exception that each has "Western Elevator Co." printed in gold leaf across bottom of front cover. Order "Western Universal Code." Price \$2.25 per copy.

All prices are f. o. b. Chicago and good while supply lasts.

GRAIN DEALERS JOURNAL.
305 South La Salle St., Chicago, Ill.

USE THE

Universal Grain
Code

It reduces your telegraph tolls, protects your business secrets, prevents errors in transmission and misunderstandings.

Its 146 pages, contain 13,745 code words, printed on bond paper and well bound in flexible leather. Price \$3.

GRAIN DEALERS JOURNAL

315 S. La Salle St. Chicago, Ill.

Field and Grass
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

ELKHART, KANS.

Muncy & Carson, grain and seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds
Louisville Seed Co., clover & grasses.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

NEW YORK, N. Y.

Julius Loewith, Inc., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Mitchellhill Seed Co., clover, grasses, sorghums.

ST. LOUIS, MO.

Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

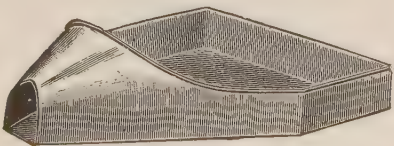
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Missouri Grown Blue Grass
Kansas Grown Alfalfa, New Crop
We are now prepared to accept orders for both
TOBIN SEED CO.
KANSAS CITY, MO.

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J. G. PEPPARD SEED CO.
Kansas City, Mo.

SEED SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Seed Size, 1½x9x11". Price \$1.65.

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GRAIN
DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

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The S. W. Flower Co.

WHOLESALE
FIELD SEED
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SPECIALTIES
RED CLOVER, TIMOTHY
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Wholesale Field Seeds :: **BUFFALO, N. Y.**

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Headquarters for
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CLOVER — ALSIKE — TIMOTHY — ALFALFA
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Field and Garden Seeds
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Crawfordsville Seed Company
FIELD SEEDS

Crawfordsville

Indiana

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

I COULD NOT get along without the
Grain Dealers Journal.—F. Sieck, mgr.
Craig Farmer's Milling & Elevator Co.,
Craig, Colo.

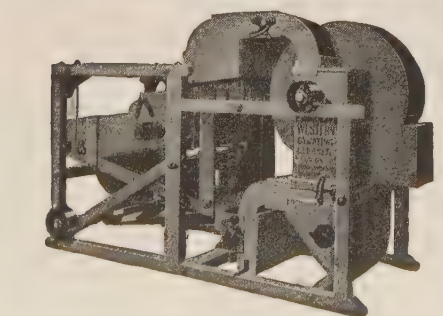
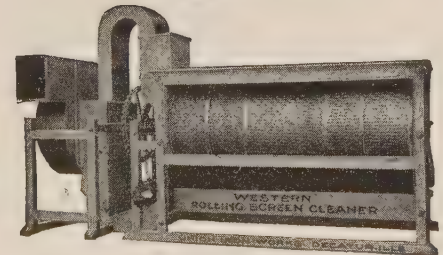
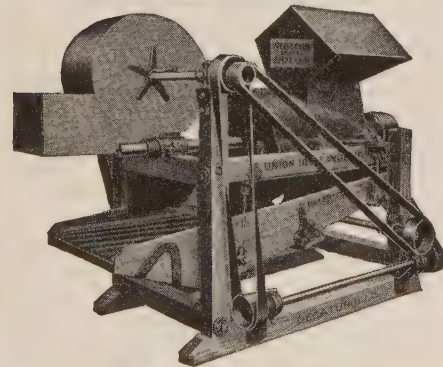
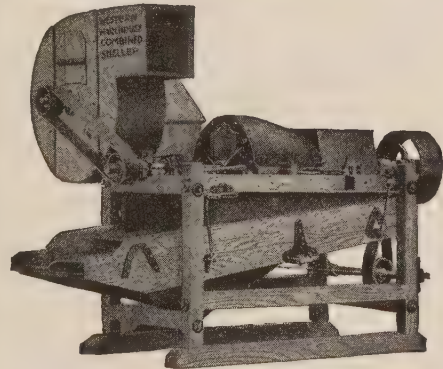
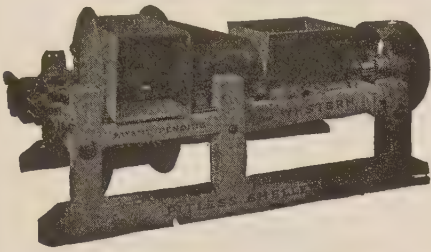
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CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

The Toledo Field Seed Co.

Clover and Timothy Seed
Consignments solicited. Send us your samples
TOLEDO, OHIO





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Shellers and Cleaners
RANK FIRST
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SERVICE
DURABILITY
 AND
EFFICIENCY

We also manufacture a complete line of Grain Elevating and Power Transmission Machinery. A complete stock is always on hand in our plant, making it possible to offer exceptional service in the way of prompt shipment.

Send for our new catalogue No. 27.

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UNION IRON WORKS
 DECATUR, ILLINOIS

GRAIN DEALERS JOURNAL

305 So. LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds, on the 10th and 25th of each month.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; two years, \$3.60; three years, \$5.00; single copy, 15c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.25; to Canada and Mexico, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, AUGUST 10, 1921

ADVANCE notices of your shipments will assist the receiver to their prompt and efficient handling, and may help to an earlier and better grading, as well as prompter unloading.

WIDE buying margins always cause ranking dissatisfaction among sellers and attract new competition to the station, while fair margins cultivate satisfied customers and discourage newcomers.

THE FARMER who needs money now and believes in higher prices for grain later can have his cake and eat it too by selling his grain to the country dealer and buying for future delivery on a grain exchange.

THE NORRIS bill appropriating one hundred million dollars for the purchase and export of farm products has stirred up such a row even its friends now admit the folly of the Government engaging in business.

THE OFFER of the transportation dep't of the Milwaukee Chamber of Commerce to assist shippers to obtain cars for moving their stocks is another element of service the organized grain exchange renders. It is a service that every exchange is glad to give the trade.

NEITHER freight rates nor the tax on freight bills will be reduced if the grain shippers keep quiet regarding the extortion. Get the farmers interested in these needed reductions and explain that decreased transportation charges will increase the prices paid at your station.

CAPPER'S bill has passed the Senate; but here's hoping it gets tangled up in conference and the House, and killed.

STORAGE bins in the basement of a warehouse, with elevating facilities, have been provided by one Idaho dealer who is finding the big crop yields of this season a potent argument for better handling equipment than had been required when grain production in the community was low.

THE TRAVELING AUDITOR of the Northwestern grain receiver is a busy man this season, trying to safeguard the funds his employer has unwisely advanced to interior shippers, who should have been accommodated by their local bankers. Why should a receiver be expected to finance country shippers?

RUMORS of incendiarism as the cause of certain elevator fires have been instrumental in causing other owners of plants in the same localities to employ extra watchmen. True incendiarism is seldom met with, but carelessness is an enemy that is ever present and it burns many more elevators than fire bugs destroy.

GOOD ROADS will enable Missouri farmers to haul their crops to market every day in the year when the provisions of the recently enacted law are carried out. Good country elevators, with good roads leading to them from the farms, will go far toward making a community progressive and prosperous.

GRAIN SHIPPERS who feel that the "government scale" of differentials on wheat is too severe have the remedy within their own hands. They can quickly compel the substitution of a scale more to their liking by consigning their shipments to terminal markets where sales will be made on the merits of individual samples.

THE GREATEST stress of bulk grain is registered at the time the elevator operator starts to draw the grain from the bins as was evidenced by the collapse of bins at Sedgwick and at Concordia, Kan., recently. The unloading of bins brings the crucial test of their strength, a point well worth remembering by all buyers of storage tanks.

MONTANA dealers are to be heckled in their operations by the enforcement of laws recently enacted in that state pertaining to the handling of grain. This law covers practically everything from grading to warehousing and a division of the state government is prescribing rules and regulations to make the law effective. Does not Montana know the war is over?

EUROPEAN demand for United States wheat and other grains is likely to be increased during the next year or so because of the abolition or slackening of governmental control over grains and bread in foreign countries. Having been restricted in their diet for a long time, the people of those countries will naturally eat better bread and more of it now that they are free to do so. This should mean that importing nations will hardly reduce their purchases here even if their own crops exceed those of recent years.

GRAIN DEALERS at country points can help their farmer patrons and other readers of their local newspapers to a better understanding of the truth about the service the dealer renders by calling to the attention of the local editor some of the facts that are published in every number of the dealer's favorite trade publication. In many cases the editor will be glad to publish the information and it will help to combat the false charges the agitators are circulating.

THE ACCIDENT mentioned in the Iowa news items this number fortunately did not result in loss of life. High driveways cannot be avoided at some elevators, but they can be made safe if they have substantial railings to stop wagons when teams become frightened. For complete safety they should have concrete walls extending a reasonable distance above the level of the roadway. Concrete retaining walls resting on the normal ground level with earth filled in between to provide a roadway give the most serviceable and safest driveway approaches.

MISSOURI dealers will need to exercise caution in buying grain from tenants. A provision of the law of that state protects the landlord when the tenant sells grain if the lease or contract covering rental of the land specifies that the landlord is to be consulted and his consent obtained before the grain is sold. It is not required that the lease be filed with a county official. Dealers can protect themselves, when buying from tenants, by making the check payable to the order of both tenant and landlord. The bank will then require the landlord's endorsement and this will release the dealer from further liability.

OFFICIALS of Indiana stand firm in their position of refusing permission to the finance corporation of the marketing plan of the com'te of 17 to sell its preferred stock in that state. All voting power being vested in the 21 shares of common stock, which is closely held, buyers of preferred stock would have no voice in the affairs of the corporation and this is not in agreement with the laws of some states. Indiana requires that domestic corporations may not have more than twice as much preferred as common stock and its officials contend the same rule should apply to foreign corporations seeking license to sell stock in that state.

JUDGES, least of all, should indulge in loose talk; and the dissenting opinion of Judge Carland in the case sustaining the validity of exchange transactions, published on page 51 of the Journal for July 10, convicts the judge of contempt of his own court. He said: "When it is considered that in 99 per cent of these cotton trades the parties never give the delivery of actual cotton a thought, the presumption ought to be against the validity of the transaction." Another gem from Carland's *obiter dicta* is: "It is probably true that the imaginary cotton was bought and sold according to the rules of the game, but the rules of the cotton exchange and the provisions of the Cotton Futures Act did not legalize what would otherwise be a gambling transaction." Evidently the judge has a higher regard for his own prejudice than the constitution and the common law.

ACTIVITIES of the Crop Killers Union have now been shifted to Argentina. The big chief, Many Crop Scars, has moved his headquarters to the southern republic, but he will not establish an office because his work can be more effective when he jumps from place to place. Most of his travels are between suns. His principal aide, this year as formerly, will be Devastating Drouth. Watery Floods and Myriad Insects will be other members of his staff.

A NEW ELEMENT has entered into the problem of the country grain dealer who has added to his plant the equipment for doing custom grinding for his farmer patrons. He has long been concerned with the cost of handling a bushel of grain thru his elevator, and now he must determine the cost of grinding grain. The need for this information is reflected in a query in the "Feedstuffs" department of this number. A careful study of this subject will do much to make the feed plant a profitable adjunct to the business.

AMONG the resolutions adopted at the recent London meeting of the International Chamber of Commerce was one which declared that "government control of or participation in industry and commerce discourages individual initiative and renders trade conditions uncertain and artificial." The resolution further set forth that government control of industry and commerce should be discouraged and private enterprise encouraged in all lines of industry and commerce. The U. S. Congress at all of its recent sessions seems to be determined to do everything in its power to strangle business and discourage private enterprise. When the business organizations of the country become thoroly aroused to the socialistic tendencies of Congress the reds will be discarded at the next election.

CLASS legislation, or group voting in legislative assemblies to forward class legislation, is not in the interest of the general welfare. The agrarian bloc in the U. S. Senate is an example of an organization having as its principal object the promotion of the interests of a single class. In a sense it is analagous to the groups in European parliaments which make it practically impossible to obtain favorable action on legislation except by a series of pernicious trades that take away all individual freedom of personal will and choice. The bloc purports to favor measures believed to be in the interest of farmers, but the interests of the whole public are vastly more important than those of any section or class. There can be no justification for any group favoring the interests of a single class when these interests clash with the basic principle of our governmental structure, the greatest good to the greatest number. The common interests of all groups and classes are so much more important than the interests peculiar to a single one that this one loses every time it lays emphasis on things for its own benefit to the detriment of the welfare of others. The agrarian bloc may obtain some things that promise now to benefit the farmer, but in the end all such measures will prove boomerangs. The ultimate harm will greatly outweigh any temporary helpfulness.

PRESIDENT HARDING, at the budget reform meeting, preached an eloquent sermon on public finance when he said, "There is not a menace in the world today like that of growing public indebtedness and mounting public expenditures." Expenditures for public buildings and works has curtailed the amount of capital available for private and industrial enterprise. There are on the horizon billions of road bonds and soldiers' bonus bonds and public improvement bonds of all degrees of merit, but all with the demerit of swelling taxes and starving trade. Public bonds that are exempt from taxes in varying degrees are more attractive to purchasers than the obligations of farmers, business men and industrial corporations and this vast extension of public borrowing is in part responsible for the present condition of business.

The Grain Movement.

Statistics may sometimes be dry as dust but statistics that reflect a good business condition, and thereby generate optimism, are never uninteresting. Whatever may be the situation in other lines, business in the grain trade is good.

Receipts of wheat, corn and oats at the eleven principal primary markets of the United States were 122,679,000 bus. greater from Jan. 1 to Aug. 6 this year than in the same period of last year. This is an increase of over 30%.

The visible supply of wheat, corn, oats, rye and barley was 60,233,000 bus. greater on Aug. 6 this year than on the corresponding date in 1920.

Railroads report increases ranging from 30% to more than 90% in grain traffic in July over the same month of last year.

These figures prove that the movement of grain from farms to country elevators, and from country elevators to terminals, to points of manufacture into grain products, and to ports of export continues in volume. In some sections of the country, and in many markets, records of previous years have been broken repeatedly in the past few weeks. The movement of winter wheat has exceeded all previous records and altho it is beginning to fall off slightly there is still a heavy run. Spring wheat shipments are increasing and soon the arrivals of this grain may make up for the decrease in winter wheat movement. A great corn crop is proceeding rapidly toward maturity. Oats receipts at all primary markets are of enormous volume, Chicago alone receiving more of this grain in a recent week than the total of primary market receipts of this grain for the same time last year.

The grain business is largely dependent for success upon volume of receipts and shipments, and when the movement is heavy business is good. This gratifying condition exists today and has existed for some time past. The production and handling of grain is a basic industry and when it is healthful all other industry and business takes courage and forges ahead.

The moving force in business is—business. Business is here and the grain business is good. The worker who enjoys his task is going ahead. The grain dealer is too busy to be pessimistic. HE IS AT WORK.

Yellow Berry Wheat.

The condition in wheat known as yellow berry, or "yellow belly," is causing trouble for dealers in hard winter wheat territory this year, as it has in certain other seasons of the past.

There is some difference of opinion as to the cause of yellow kernels, or those which show a mottled yellow and dark appearance. Some authorities hold that it is a manifestation of that process which scientists refer to as "reversion to type," or "running out," while others contend that this is not the case, and that it is caused by the climatic and soil conditions affecting the growth of the wheat and more especially the maturing of the grain.

The condition of partial or total yellowness in kernels does not partake of all the characteristics of reversion to type. The product of reversion is known to botanists as a "sport," and the seed of the true sport seldom or never produces a plant or fruit like the original from which the sport came. Yellow berry wheat is not a sport in this sense. Yellow or mottled kernels, coming from plants grown from dark seed, replanted into the same soil which produced them or into other adaptable soil, may bring forth yellow or mottled kernels. Or their progeny may be dark like the original seed.

It seems to be fairly well established that yellow berry wheat is caused by climatic and soil conditions and that reversion to type or deterioration has nothing to do with it. To be sure, there is deterioration of a kind, but it is not in the sense of "running out." The Kansas Experiment Station in its Bulletin No. 219, published in July, 1918, states: "There is no evidence to show that wheat runs out. If one has wheat of good quality, free from smut and mixtures, a change of seed should not be made unless it is reasonably certain that a variety better adapted to the soil and climate where it is to be grown can be obtained."

On the subject of yellow berry wheat for seed, the same bulletin advises against the discarding of wheat for seed purposes solely because it is yellow. It is stated further that yellow berry in Kansas hard wheat is due mainly to wet seasons, another contributing cause being poor soil or soil that is deficient in nitrogen.

The cause of yellow berry is mainly a question for the student of agriculture and it concerns the grain dealer only indirectly. The dealer can, however, make use of his many opportunities to explain the cause to the farmers and it is his province to tell them that they may be able to reduce the percentage of these undesirable kernels in future crops by keeping up soil fertility, especially by supplying more nitrogen to the wheat plants.

Yellow berry is objectionable because it affects the grading of wheat, reducing it to a lower sub class. This means that it also reduces the price the grain will command on the market because classes and grades are but indications of the relative values of different samples.

The value of yellow or mottled kernels is relatively lower than that of the dark ones because the flour obtained from them is lower in quality. The starch development of yellow or mottled kernels is usually greater than of those which are darker. The gluten content is always lower in "yellow belly" wheat than in dark wheat, and for this reason it does not

make as strong flour. Moreover, the yield may be somewhat affected due to the greater difficulty of tempering properly a mixture of dark, mottled and yellow kernels. Yellow kernels are mealy, like soft wheats, and contain less nitrogen. They frequently occur in spots in the same fields with hard glutinous wheat.

It is important to the dealer who is buying wheat that he understand how to determine whether a kernel is dark, hard and vitreous within the meaning of the definition as it is interpreted by those who will inspect the grain when it is shipped. Frequently there will be reason for uncertainty in this. Following is the interpretation placed on the meaning of "dark, hard and vitreous" by the Board of Review of the supervision service:

Kernels having a hard and vitreous texture, even though the kernel may have been slightly bleached or is a light red color, shall be considered dark, hard and vitreous. Kernels otherwise dark, hard and vitreous having cracks or checks in the kernel which cause a cloudy or shadowy spot on the kernels are also to be considered dark, hard and vitreous. Kernels which are yellow or mottled, or which may have a yellow or mottled spot, regardless of its size, are considered not dark, hard and vitreous. Spots as outlined above clearly indicate a starchy condition of that portion of the kernel.

"Yellow belly" wheat will always be with us and study is required to learn how to handle it to advantage. At the same time, some good can be accomplished by explaining to farmers the probability that they can reduce the percentage of yellow and mottled berries by building up the fertility of the soil. So far as it is known at the present time, everything else in connection with "yellow belly" wheat is in the hands of the weather man.

Regulating Private Wires.

The Board of Trade com'te on regulation of private wires must have found its task difficult, judging from the fact it has apparently done nothing, as critics of the com'te allege.

It would be simple for the Board to add a few more to its numerous rules; but these rules would have no force beyond its own membership. Most of the private wires are operated in connection with New York Stock Exchange houses, the first private wire having been established in 1873 between Wall street and an uptown office, and one New York house now has wire connections from Boston to Palm Beach, San Diego to Vancouver.

"Private" does not mean the exclusive use of that wire. Nearly all the private telegraph wires in use are telephone wires on which two conversations may be held while five Morse messages are passing over them. To prohibit the use of the telephone wires as private telegraph wires would add nothing to the public service, because the telephone company is not chartered to do a telegraph business, and the courts forced a divorce a few years ago between the Western Union and the A. T. & T.

Assuming that the Chicago Board drastically regulated the private wire out of use, would the New York Produce Exchange do so? Would the com'te appointed a few weeks ago by the New York Produce Exchange "to promote future trading" get busy?

If the Senate by enacting the Capper bill curbed the competition of other exchanges in the United States in the private wire field would not the speculators flock to Winnipeg and Liverpool with their orders?

The President of the Chicago Board of Trade recently wrote the Senate com'te urging that the control of private wires in grain transactions be regulated by rules of the exchanges, asserting that "it is futile to attempt to control them by legislation."

How Marketing Plan Hits Farmer.

The farmer is the one who is asked to put into operation the scheme which certain persons have launched under the name "Grain Marketing Plan of the Com'te of 17." The farmer it is who will be first concerned.

Farmers will be divided into two classes, those who participate in the plan and those who let it pass by without permitting it to touch them. The farmers who participate will be affected directly and in a forceful manner. They cannot take part in it and remain casual spectators. They will gain or lose by membership.

With all the meaningless coverings removed, and getting down to fundamentals, the plan will enable the farmer who participates to get more for his grain or it will force him to accept less than he would otherwise receive for the product. It is conceivable that he might be harmed even if he were to get more, because from some other direction there may come effects that will offset any meager increase in the price he will receive for his grain.

Now, will he get more—or less?

There can be but one answer if facts are taken into consideration, and that answer: LESS. He cannot get more because there is nothing the agencies of the U. S. Grain Growers, Inc., can do, nothing that men can do, to make grain worth more than its market value. It is impossible for any agency to obtain higher prices for grain than existing agencies have obtained and will always obtain. Only in one manner can this new agency return more to the farmer and that by lowering the cost of handling grain. Handling costs in the final analysis are dependent entirely on the efficiency of individuals and agencies. Efficiency cannot be obtained by the muttering of words or the laying on of hands. Efficiency comes only as the result of study, experience, competition and striving. The new agencies are not efficient. They will never become efficient no matter how big they may grow. In fact, the bigger they get the less efficient they will be. In the very nature of things efficiency is impossible for the organization because it is based upon the principle of coalition—and coalition means compromise. Compromise is the direct opposite of struggle, competition and striving.

THE COST OF OPERATING these new organizations must be paid and they can only be paid out of the money received for the farmers' grain. Officials are permitted also to deduct 1% of the proceeds of all sales of grain each year for capital expenditures, interest charges, etc. It is not stated what that "etc." means. Except as to the grain sold on an organized exchange, there is no limit to the handling charges that may be assessed. That exception applying to grain sold on regular exchanges is a distinct tribute to those market places, whether the proponents of the plan realize it or not.

It is wise that the contract is drawn in its present form as to handling charges, because these charges undoubtedly will be so high that no farmer would pay them except under the force of the requirement imposed by his own signature to the contract.

The contract which the farmer is asked to sign is a magnificent document—from a legal standpoint. It is a thorny masterpiece. It fairly bristles with thorns but there are not many roses to be found in it.

When the farmer places his name on the

dotted line he agrees to all manner of things stated therein and he also accepts as part of the contract another document which he may or may not have seen. It is the contract between the U. S. Grain Growers, Inc., and his local elevator. The farmer does not contract with the U. S. Grain Growers, Inc.; he contracts with his local elevator. But the U. S. Grain Growers, Inc., reserves the right at every turn of the road to enforce the contract against the farmer or against the elevator company as it may see fit. Presumably, in case of necessity it will sue whomsoever it can find that may by any possible manner of reasoning be expected to have the money to pay the judgment if one is obtained.

Getting out of the contract would be equivalent to lifting one's self by one's boot straps. It can not be done except by the observation of the very pointed requirement that notice of the intention to terminate the contract be given "at least 45 days, and not more than 60 days" prior to June 30, 1927. Until that time the farmer who signs it is tied. That is, he is tied provided the contract ever becomes operative. The contract is taken from the farmer in the first place, but it does not become effective as to grain until he is given 10 days' notice by the elevator company that it is in effect. If, during the period of his waiting for this notice, he loses a good opportunity to sell at a satisfactory price and then never gets the notice and is never afterward able to catch a market so favorable, does he gain?

The principal thing the farmer agrees to do is to sell all of his grain covered by the contract to or thru the agencies of the U. S. Grain Growers. He may find the contract onerous and ruinous but he is precluded from exercising his common prerogative of going elsewhere if he dislikes the treatment he is getting. He must sell his grain as he agreed to sell it unless they see fit to give him permission to dispose of it elsewhere and there is not much chance of getting that permission. If he takes the bull by the horns and goes to another elevator with his grain he forfeits liquidated damages at the rate of 10c per bushel on wheat and rye; 20c on flax; and 6c on all other grains.

SOME OF THE EFFECTS it will have on the participating farmer may be summed up thus:

1. It takes away from him all control of his crops for the contract period.
2. It places the selling of the crops in the hands of inexperienced men who will not be working for themselves and thus will not be spurred by the desire of achievement.
3. After it once becomes operative, it cannot be terminated except by giving written notice during the period of 15 days from May 1 to May 16, 1927.
4. It permits the assessment of unlimited handling charges.
5. It attempts to set up a new agency in a field where existing agencies have achieved a state of efficiency that is the marvel of all true economists, and the target of all jealous agitators and promoters.

In other words, the grain growers' net returns are very uncertain. He has no voice in the management or in fixing the cost of the service, altho he is expected to finance the corporation at the start and pay assessments when it gets in difficulties. He would be far better off to sell his grain to his local elevator for cash and not assume any of the hazards or responsibilities of marketing his crops thru a close corporation which is controlled by men so lacking in business experience as to be blind to the many shortcomings of their wild scheme.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

What Does Grinding Cost?

Grain Dealers Journal: What does it cost per hundred pounds to grind corn, oats, barley and other grains, either singly or in mixtures? Is there a material difference in the cost of power according as it is furnished by an electric motor or gasoline engine? What addition to power and labor cost will be required to take care of insurance, depreciation, additional investment and taxes? Will 5c per cwt. cover grinding costs at the average country elevator which operates a feed grinding plant in connection with the other business? I hope to see a discussion of this subject in an early number of the Journal.—W. O. Morgan.

Feed Accounting System Needed.

Grain Dealers Journal: For several years we have handled feeds in connection with our grain business and the results obtained from this additional line have been gratifying. Recently we installed a mill for doing custom grinding in order that we might manufacture some of our own feeds and serve farmers by grinding their feed grains.

Our long experience in handling sacked feeds had enabled us to develop a system for keeping a book record of this business that was satisfactory, but the addition of the custom grinding plant has brought us a new problem along this line. We are familiar with some of the accounting systems advocated for grain dealers but none of them will quite serve our purpose, nor do we desire to install a new system thruout. What we want is a method of accounting for the grinding we do, altho we would not object to running all of the feed business together in a book.

Can the Journal or brother dealer give us some help on this problem?—Walker & Burke.

Must Comply with Law Before Charging Storage.

Grain Dealers Journal: Is there any law or ruling prohibiting country elevators from storing grain and making a charge therefor.

Some farmers here are inclined to believe that we are laying ourselves liable by charging them storage on their oats when we store them in our elevator for them.—Illinois Grain & Coal Co.

Ans.: The Illinois Public Utilities Commission Law, effective Jan. 1, 1914, provides a fine of \$500 to \$2,000 for any corporation failing to comply with the Act, and not to exceed \$1,000 for individuals violating or failing to comply with the Act.

Sec. 10 of the Act defines, among others, a public utility as one operating a warehouse; and "The term warehouse when used in this Act includes all elevators or storehouses where grain is stored for a compensation, whether the property stored be kept separate or not."

It is clear from the foregoing that a grain dealer charging storage classifies himself as a public utility, and must comply with the numerous provisions of the Act, one of which is to file a schedule of rates with the Commission at Springfield, and another is not to discriminate between patrons; and the schedule of charges must be filed before any service is performed.

The law does not prohibit storing.

The dealer lays himself liable to prosecution for charging storage without having first gone thru the formalities prescribed by the law.

The country dealer can not afford to tie up his grain handling facilities by storing for others free of charge; and the opinion of the trade is strongly against storing grain for farmers.

Price of Corn on Certain Date?

Grain Dealers Journal: Will the Journal kindly give us the price that No. 3 yellow corn was selling for on the cash market in St. Louis on May 27, 1920?—Farmers Co-Operative Elevator Co., Grundy Center, Ia.

Ans.: According to the annual statement of the St. Louis Merchants Exchange the price of No. 2 cash corn on May 27, 1920, was \$2. The price of No. 3 is not stated. At that time No. 3 yellow was selling one cent under No. 2 mixed at Chicago; and assuming that the discount was the same at St. Louis the price of No. 3 yellow should have been \$1.99 per bushel. Actual sales at St. Louis that day of No. 3 yellow, however, were three cars at \$2.02, and two cars at \$2.04.

Freight on Car Misrouted?

Grain Dealers Journal: We purchased a car of hay in the country and had it shipped into St. Joseph, Mo. The carrier instead of leaving the car here shipped it farther into Kansas City, Mo., and notified us here that the car was at Kansas City. We accepted the car at Kansas City and sold it there. We paid the freight charge to Kansas City which was more than the freight charge to St. Joseph. Can we now compel the carrier to refund to us the difference between the rate to Kansas City and the rate to St. Joseph?—A Hay Shipper, St. Joseph, Mo.

Ans.: To avoid the charge of rebating the carrier must collect the rate over the route shipment moved to destination, and shipper became liable by accepting delivery at Kansas City. Shipper should not have accepted delivery there unless the market was enough higher to pay the extra freight. By insisting on St. Joseph delivery he would have had to pay only the direct rate of freight.

No Right to Change Applications.

Grain Dealers Journal: A, the seller and shipper described in A. F. B.'s letter on page 120 of the July 25th number of the Journal, has no right to change his application of shipments to suit his own convenience or for purposes of expediency. It was his duty to know at the time of invoicing which contract he wanted each car to be placed on and if his offices were careless in the handling of their records he cannot expect B to suffer loss because of that carelessness.

However, it seems to us that the crux of this matter is contained within the statement by A. F. B. to this effect: "... it is B's understanding that the over shipment is intentional and as he has a place for the wheat and is bullish he accepts the shipments. . ."

Your enquirer does not state how B got this "understanding" but if he had any reason for his opinion this fact may account for the existing controversy. Considering it in this light, we find that B was bullish. If A was intentionally overshipping the contract it is to be inferred that he was bearish. A shipped more than the original contract quantity because he believed he could get a better price for it in this way than by keeping it for sale at a later time; B took it expecting to realize a profit by later selling the quantity which he was thus made long at a higher price.

Afterward, according to A. F. B.'s letter, a turn in the market made it more to A's advantage to have the grain applied on a contract other than the one he had specified in his invoices.

If this reasoning is in line with the facts B has no right to change the application. Settlement on the surplus shipped on the one contract should be made by A at the prevailing market price the day after the last car was unloaded, in keeping with the rule of the various trade ass'ns. B, in turn, should pay A for the deficit on the contract which remains uncompleted. The rate per bushel to be used in determining the amount B owes as payment for this deficit will be the difference between the contract price and the current market price the day A was given definite information that the deficit would not be shipped.

To decide this question in any other manner

will give every shipper the right to change his applications as often as he desires to do so and the receiver would never know where he stands.—Brophy & Jackson.

Decisions on Liability of Telegraph Company?

Grain Dealers Journal: Can the Journal refer us to decisions of the courts bearing on the liability of telegraph companies for loss occasioned by delay in transmitting messages?—Maney Export Co., Oklahoma City, Okla.

Ans.: Since the wire companies were placed under the Interstate Commerce Commission the older decisions of the state courts have lost their force. The present liability is as stated on pages 862 and 863 of the Journal for May 25 in the decision by the Interstate Commerce Commission, prescribing a schedule of varying liability, from \$500 for an unreported message, to \$5,000 for a repeated message, and a higher amount as desired by the sender paying one-tenth of one per cent of the amount his valuation exceeds \$5,000.

Liability of Carrier for Misrouting?

Grain Dealers Journal: About five months ago we sold a car of oats at a certain price basis delivered Little Rock, Ark., Little Rock official weights and grades to govern final settlement, making draft with B/L attached in the usual way. Frisco and Rock Island shipment. Car was shipped from Farlington, Kan., on the Frisco, but the Frisco misrouted same, car arriving at Little Rock on the Mo. Pac. R. R. Car should have been routed via Wister, Okla., care the Rock Island, as provided in Frisco Tariff No. 1560-C, this being the only routing provided in said tariff.

The party to whom we had the car sold refused to accept the car, taking the position that he was not obligated to do so, owing to the misrouting; the outbound tonnage being of no value to him, as the car arrived on the Mo. Pac. R. R. Owing to the declining market, we were compelled to sell the car at a loss of 9c per bu. We made a claim against the Frisco Ry. for this loss, but they refuse to entertain our claim, giving as a reason that the car should have been accepted on arrival, and the matter of tonnage adjusted later.

We would like to know against whom we shall proceed to recover this loss? Is a carrier liable for the routing on cars of grain, when such routing is stated in their tariff? Has there ever been a court decision covering a case of this kind? We have searched the files of the Grain Dealers Journal, but have been unable to find a case parallel to this. In other words, can a shipper recover loss from a carrier, when the loss is caused by misrouting a shipment?

Any definite information which the Journal can give will be appreciated.—Southern Kansas Grain Co., Coffeyville, Kan.

Ans.: The Interstate Commerce Commission in Conference Ruling No. 286, given May 10, 1910, held: "The commission holds that it has exclusive jurisdiction over claims for damages arising from the misrouting of freight."

In Conference Ruling No. 474, given May 25, 1915, the Commission said "It is the duty of a carrier to make delivery in accordance with routing directions. Where such routing instructions have not been followed and delivery is tendered at another terminal than that designated, it remains the duty of the delivering carrier to make delivery at the terminal designated in routing instructions, either by a switch moving or by carting. In either event the expense involved in making such delivery must be borne entirely by the carrier responsible for the misrouting, and the reimbursement thereof to the delivering carrier may be made by the carrier at fault without a specific order of the Commission."

In the case of the Southern Kansas Grain Co. the buyer declined the consignment because the "outbound tonnage was of no value to him." Therefore Conference Ruling No. 230 of the Interstate Commerce Commission, given Nov. 22, 1909, would seem to specifically apply. It follows:

Transit Privilege—Responsibility of Carrier for Misrouting.—As the agent of an intermediate carrier has no means of knowing just why a shipment has been routed thru particular junctions, he has no right to substitute his own judgment as to routing for the specific routing instructions accompanying the shipment. In a

stated case it appeared that because of a diversion by agent of connecting carrier the shipper had lost a transit right at a given point on the route specified, which was necessary to effect the sale of the shipment at destination. Held: That as tariffs are permitted to contain rules providing that they are subject to the transit privileges shown in the tariffs of individual carriers on file with the Commission, the intermediate line was responsible to the shipper for the difference between the rate paid to get the shipment back to the transit point and the legal rate over the route directed by the shipper."

There seems to be no precedent for rejection on account of misrouting, but the carrier's allegation that the shipment should have been accepted on arrival seems to be answered by the fact that the shipper accepted and sold the shipment to best advantage after buyer's rejection. It was immaterial to the railroad company who handled the shipment, the loss was the same whether disposed of by seller or buyer, because it had not the transit privilege expected on the original contract.

The correct procedure seems to be to file claim with the Interstate Commerce Commission for reparation on account of misrouting.

Delay in Notice of Arrival.

Grain Dealers Journal: The railroad company is trying to evade payment of a claim for refund of demurrage, saying that we were properly notified by them depositing a notice in the U. S. Mails.

We did not receive any notice that goods had arrived at destination until about twenty days after arrival, and that notice was by wire.

They claim that they deposited notice of arrival to us in the U. S. mails, and under the circumstances they are not liable.

Can we collect our claim?—Dakota Milling Co., Lisbon, N. D.

Ans.: Notice by mail, or as agreed upon, is all that is required of the carrier. If the notice as mailed, thru error in address, if proved, failed to reach consignee, the carrier is liable.

Exorbitant Site Rental?

Grain Dealers Journal: Following the instructions given in the Journal we have succeeded in getting some reduction in the rental asked by the railroad company for an elevator site at Brice, Ind. Still their valuation is entirely too high. Should we pay the amount?—Stafford Grain Co., Portland, Ind.

Ans.: As the appraisal was one-sided, it is worth no more than any guess. The other party should be represented in an appraisal, by agreeing to the choice of the appraiser.

A tender by check should be made to the Lake Erie & Western accompanied by a letter stating that it is for rental in full, which should also be endorsed on the check, for the stated period, the letter giving the reasons for the fair value. A copy of the letter should be kept.

This will put the shipper on record as having offered a fair settlement and will put the burden on the railroad company's land agents, appraisers and attorneys of justifying whatever action they take, to the higher officials, or to the courts.

Notification of Arrival at Non-Agency Station?

Grain Dealers Journal: We have a claim for about \$100 demurrage, assessed by carrier on shipment to a non-agency station, and they have declined payment on the ground that no arrival notice is required on shipments to non-agency stations. In this instance, the shipment was consigned open to ourselves at a non-agency point, and after staying on track about 20 days the carrier pulled the car back to the next station where there was an agent, altho the agent at this point well knew where we were located, we having been doing business with this particular carrier for fifteen years, and both the agent and his general office well knew our address. Still they failed to notify us upon arrival at first destination or when they brought the car back to the agency point.

We had the car sold to a buyer at a non-agency point, and to be remitted for at their convenience, and we were unaware that the car was unclaimed at first destination or that it had been brought back to the agency destination.—Smith Bros. Grain Co., Fort Worth, Tex.

Ans.: Under Sec. 4 of the B/L cars are at owner's risk after having been detached from trains at a non-agency station, the theory being that as the railroad company has no agent there to attend to the clerical work of sending notices it is not required to do so.

Insufficient Coopering Material?

Grain Dealers Journal: The railroad agent here is tight with paper and cars are leaking grain. What can we do?—C. M. Alspach Grain Co., Claudell, Kan.

Ans.: Write a statement of the facts to the division superintendent of the railroad company. For this division of the Missouri Pacific the superintendent is A. H. Webb, Wichita, Kan.

Grain Dealers Journal: I don't understand where the Journal receives its information, but the Missouri Pacific is doing all possible to furnish suitable cars for grain loading. Also, we are furnishing grain doors, paper and lath for coopering cars for grain loading.—A. H. Webb, division superintendent, Wichita, Kan.

Grain Dealers Journal: Neither our superintendent or division freight agent having jurisdiction over Claudell, Kan., have received any complaint about inability to get grain doors. However, on the strength of the information supplied by the Journal we have billed and forwarded 300 doors to that point, which should satisfy the shipper's requirements.—W. C. Staley, gen. agt. frt. dept., Missouri Pacific R. R. Co., Chicago, Ill.

How to Exterminate Weevil?

Grain Dealers Journal: What could we put into a car which we are loading, and into our elevators, to kill weevil? We find some of our cars contain weevil and understand that there is some preparation that can be put into the cars that will kill weevil.—United Elevators Co., Topeka, Kan.

Grain Dealers Journal: I have been very successful in ridding elevators of weevil, using a formula I read in the Journal about a year ago, but I have lost the copy and would like to have it reprinted.—R. R. Bond, Cedar Rapids, Ia.

Grain Dealers Journal: In some issue of the Journal, in the past year, there were articles printed relative to the best methods of killing weevil in wheat. I would like very much to have this information as I have mislaid the one I had.—P. C. Wright, Fiatt, Ill.

Grain Dealers Journal: Will the Journal please give us a good method or process to rid our mill of weevil? We have been shut down for the last two months and these little pests have been making a big headway. We ask your formula for getting rid of them.—Albers Bros. Milling Co., Ogden, Utah.

Ans.: Three good methods are available, the choice depending upon local conditions. The best all-around poison is hydrocyanic acid gas. Another very convenient one is bisulfid of carbon, but the insurance companies forbid it. A third, very safe, is paradichlorobenzene, but it is inactive below 75 degrees Fahr. The latter's use is described elsewhere in this number of the Journal.

Bisulfid of carbon is easy to use, but the policies of the mutual companies contain a clause "This policy shall be void if the assured does now, or hereafter keep, use or allow bisulfid of carbon in any of the buildings described in this policy."

Spraying liquids can not be used because most of them leave a poisonous deposit that is deleterious to health.

For carbon bisulfid treatment first clean the bin thoroly, sweeping the sides and remove all refuse. Make the bin as air-tight as possible. Then pour bisulfid of carbon on top of the wheat in the bin and as it evaporates the heavy vapor will sink thru the grain and kill the insects. The gas is poisonous and the operator should avoid breathing it. All fire and naked lights must be kept away as the gas is very explosive when mixed with air, so that after using, the elevator should be aired thoroly before entering. About 1½ lbs. per thousand cubic feet should be sufficient.

The bisulfid is much more effective in hot weather than in winter. The use of a greater quantity in cold weather does not help much. The liquid or the vapor does not injure the grain in any way for germination or for human food.

Hydrocyanic acid gas is one of the most deadly poisons known to medical men. A person inhaling one breath would not live long enough to take a second breath. All precautions must be taken to keep away from the rooms or buildings in which the gas is employed.

The gas is generated by placing cyanide of potassium (KCN) in sulfuric acid (H₂SO₄). The

cyanogen (CN) which is poisonous combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest and all preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is ¼ gramme of cyanide per cubic foot of space to be fumigated. A room 10x10x10 ft. containing 1,000 cu. ft. will require 250 grammes. As there are 28.35 grammes to the ounce divide this by 28.35 to reduce to ounces giving 8 4/5 oz. For each ounce of cyanide allow 1½ times as many ounces of acid, liquid measure. Allow 1½ ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stoneware or china crocks, or wooden pails. The acid should be poured into the water not the reverse, each crock to contain sufficient water and acid to act upon three pounds of cyanide, the crocks having a capacity of two or three gallons each. The cyanide is tied up in three-pound paper packages, and one package suspended over each crock by a string from the ceiling into which a screw eye has been screwed. All the strings from the screw eyes are gathered to one point near the door where the operator is to make his quick exit.

Starting on the top floor the operator lowers the cyanide into the crocks containing the acid and water, closes the door and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in the room after the cyanide has been dropped into the liquid because it is too hazardous. Doors should be barred to keep strangers out.

After 5 to 24 hours the door and windows should be opened for half an hour or longer to allow the gas to escape and in tight rooms and basement much longer, before entering. Entry should be postponed until after all the characteristic peach pit odor has disappeared.

If potassium cyanide is unobtainable sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength more must be provided.

The gas will kill all insects and vermin and all larvae.

Shipper Can Specify Applications.

Grain Dealers Journal: I have read the question regarding application of shipments asked by "A. F. B." on page 120 of the Journal for July 25.

While it must be admitted that the circumstances as described in his communication are somewhat out of the ordinary, it is my opinion that the unwritten rule of the trade giving the shipper the right to specify the application of his shipments will still hold.

In general it might be held that the shipper should fill contracts in the order in which they were made, and there is nothing in the query you have printed to show that this was not done. It appears that A shipped many cars of wheat and that thru error his offices invoiced too much on one of the contracts. When the error was discovered he made request that the surplus be removed from the one contract and placed on another which was then open. Certainly it was his right to do this.

Looking at the matter in another way, it was the duty of B, at the time the invoices over-filling the one contract came into his office, to call A's attention to the situation which existed. He should have demanded an application that it was possible to make, or he should have refused to lift the drafts on the cars in question.

It is stated that B shipped all the wheat his several contracts called for and it would be absurd to leave one contract unfilled while another stands over-filled by the same quantity just because of a simple clerical error in invoicing.—A. T. Soden.

On Nov. 1, 1920, No. 2 red wheat was quoted in New York at \$2.34¼ a bu. and the ocean freight rate was 40 cents per 100 pounds, or at the rate of 24 cents a bushel, which represented 10.2 per cent of the value of the wheat. On July 1, 1921, with No. 2 red wheat selling at \$1.47½ a bu., the freight rate was 21 cents per pound, 12.6 per bushel, or 8.5 per cent of the value of a bushel of wheat. Both the price of wheat and the freight rate may be said to represent a fair average for June.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Complete Confirmation Worthless.

Grain Dealers Journal: The letter of Mr. O'Bannon, of the Pittman & Harrison Co., about that company's suggested form of "complete" confirmation published on page 129 of the Journal for July 25 has been read with interest. It appears that the only merit Mr. O'Bannon claims for this confirmation is that it could be made to protect the peculiar interests of the Pittman & Harrison Co. If the existence of peculiarities in the individual business is to be made the deciding factor, then every firm will require a different confirmation. The uniformity which the trade has long hoped for would then become an impossibility.

May the question be asked: What was the idea in proposing this "complete" confirmation? Is it a joke? Was it hung up to be shot at? If a joke, let it be said that there is more of the ridiculous than the humorous about it, yet the subject is too important for ridicule. If a target, it is to be hoped it will be so filled with holes that it will sink without a trace.

The first objection to the confirmation is that it is too long. Mr. O'Bannon has admitted this defect in his letter. This, however, is only one of its defects.

While purporting to be a form of confirmation, this document might be more fittingly described as a set of proposed trade rules. It is needless to say that such rules would never be adopted by any association.

The greatest defect of this confirmation is that much of it is worthless. Confirmations, as the grain trade understands them, are written instruments evidencing the existence of a contract. The contract itself is the agreement of purchase and sale made by the two interested parties. The original articles of a trade comprise the letters, telegrams or telephone conversations leading up to the consummation of a given transaction. These original articles contain all the elements, terms and specifications entering into the contract. It may be amended by alterations or additions, providing these changes are agreed to by both parties. A contract, in the eyes of the law, is the meeting of two minds and there can be no contract until there is agreement. Therefore, it is manifestly impossible for one party to insert things into the contract that were not contained in the original articles of trade, altho the statement of such extraneous matters in a confirmation is little more than an attempt to insert them.

Mr. O'Bannon's confirmation contains 19 sections. Most of them are but statements of specifications the company desires to have included in its contracts, and if the other party is willing to accept any or all of them it is his prerogative to do so. If he accedes to them at the time the trade is made, or later by agreeing to them as amendments to the contract, it is well and good. He will be bound by them.

A study of the confirmation discloses that it gives the other party little opportunity to say whether he will agree to the terms contained in these 19 sections. Sections 1, 2 and 19 read as follows:

1. We, being buyers, this confirmation shall take precedence over any confirmation which you, as seller, shall have sent to us; and this confirmation shall represent THE CONTRACT, subject to the conditions of Section 2.

2. Upon receipt of this confirmation if you take exception to any of its provisions, you are immediately to properly inform us by wire without, in any sense, being released from the

spirit of this confirmation until, after considering your request for amended, changed or modified terms, or specifications, we shall say to you that no trade has resulted from the negotiations which this confirmation shall reflect.

19. This contract carries space for you to sign, evidencing your concurrence; and duplicate copies are mailed to you, with demand that you promptly sign and return one copy to our office. Failure upon your part so to sign, and return us one copy of this contract, or to wire objection as provided in Section 2, binds you to the terms of this contract with the same force as through you had signed.

In effect, these three sections put the matter bluntly, thus: "We made a trade with you the other day and the terms of the contract are thus and so. If you don't like those terms you may state your objection, but we will do as we please about hearing you. Your confirmation is pushed aside; it does not merit consideration. This is THE CONTRACT. It will please us if you will sign it, thereby accepting our version of the contract; but if you do not sign and do not object to the wording of this document you are bound anyway."

How unfair it would be if either party to a trade were permitted to override the other in such manner. Fortunately, however, the law does not permit it. The rule is clear that a contract is the meeting of two minds. The only way this form of confirmation can be made to take precedence over any other is by the other party's acceptance of it. His mere silence does not give consent. Neither can the buyer say to the seller that a trade does not exist, merely because the seller is unwilling to meet the buyer in an agreement on things not mentioned at the time the negotiations were being conducted.

Many good things have come into existence as a result of satirical presentations of some of their phases. It may be that Mr. O'Bannon has opened this subject in a way that will ultimately achieve a solution of the troublesome problem of the lack of uniformity in the trade rules of the various organizations. Perhaps it may even bring a uniform confirmation that all dealers can use. If this be so, then there is worth in Mr. O'Bannon's "complete" confirmation.—Cal.

Mortgages Not Unhealthy Sign.

Grain Dealers Journal: I have read the editorial relative to the U. S. Grain Growers' argument about farm mortgages in the July 25th number of the Journal. Where did any person get the idea that the percentage of mortgaged farms indicates an unsatisfactory economic condition?

It seems to me that this is a very hopeful sign and I think that every man who will investigate the subject with a fair mind will reach the same conclusion.

Why are farms mortgaged?

It would appear that the agitator's answer to this question would be an attempt to prove that the farmer only borrows money on the security of his land when he has failed to make enough out of his crops to enable him to live and pay the expenses of his business. No person familiar with the facts will entertain such an idea for a moment. To be sure, it does happen occasionally in restricted localities that crop failures force the farmer to fall back on borrowed money to carry him thru for a time but this is by no means the rule. He does not always pay cash for the things he buys, and he frequently goes into debt for various living costs and expenses of his business pending harvest, but the mortgaging of his farm is another proposition.

Farmers mortgage their land because of the promptings of a venturesome spirit and from a desire to get ahead, to live more comfortably and to carry on their business more satisfactorily and economically. They acquire their first farm by paying part of the purchase price in cash, giving a mortgage on the land for the remainder and paying it over a series of years. When the farm is clear of incumbrance, they

borrow again to build a better house, a barn, granaries, and to buy new machinery. After getting the "home place" improved to suit them, they mortgage it to buy the adjoining "eighty." And so it goes on.

Mortgaged farms and city homes, pledged as security to make it possible to obey the urge of progress, have made America the great nation it is. If we have a desire to force our children for generations to live in the same houses we have used, to work with the same tools and implements we have now, and to settle down to a humdrum existence as bare of satisfaction as it is devoid of hope for something better, then by all means begin at once to educate our citizens to the opinion that the mortgage is an evidence of decay, a thing to be shunned.

Why do not those who advocate this new marketing system get down to earth?—A. F. Morgan.

Indiana Ruling Against Sale of Farmers' Finance Stock.

Grain Dealers Journal: A number of farmers' elevator companies have indicated their pleasure at the decision by the Indiana Corporation Commission against the sale of the preferred stock of the Farmers Finance Corporation, as they felt if their organizations were tied up in a 5-year contract to sell to or thru the U. S. Grain Growers, Inc., all their grain, it would be a great handicap and their competitors being free to accept bids from anyone would have the advantage of them, besides which the markets all have live, active commission men who are gleaming the territory for outlets for grain and among them they get the best, so as to the co-operative, this decision may be a blessing.

On the other hand, a number of what are termed "regular dealers" would from the standpoint of business and profit alone, have been glad to have the co-operative competition tied up to the Grain Growers, Inc., on 5-year contracts, and they left free to buy and sell in the best markets and to highest bidders, but the proposition was so complicated and designed to create a monopoly of the handling business by crushing out competition and otherwise prejudicial to the farmers' legitimate interests as well as requiring governmental aid in the direction of class legislation providing for loans thru certain channels, that it is well the laws of this and some other states bar it in its early history.

Now, to the regular trade, we wish to urge them to continue to aid and increase their efforts to perform the highest degree of efficient service for their communities and customers. We know the net profits of the average grain dealer are extremely low; and cannot be reduced with safety, but possibly dealers can take their farmer customers into their confidence and let them understand the troubles and losses sustained as well as the net profits.

Much of this agitation comes from the lack of information on the part of customers who have had an ear open to the agitator whose business it has been for 2 or 3 years to pour into it an exaggerated tale of woe, based on false theories and false business philosophy, which many of our dealers have not been patient enough to counteract with correct information. These agitators are now legally barred from the state, at least so far as the sale of stock is concerned, but some of the farm papers are and will continue poisoning the minds of their readers for they, like some inefficient commercial salesmen, proceed on the false theory that the throwing of mud is more to their liking and will get them in better favor than conservative statements of facts.

Then, in each community you have the fellow who is ostensibly a farmer, but more inclined to be a talker and while living on his wife's farm, he poses as a great farmer educator and thinker. Then there are other classes

too numerous to mention that are disposed to be in the limelight by agitation rather than plowing, tho they are better fitted to the latter occupation and will ultimately return to it.—Chas. B. Riley, Indianapolis, Ind.

Grain Dealers Get Busy.

Grain Dealers Journal: The welfare of the grain exchanges, and of all who are in any way connected or associated with the grain exchanges, is menaced by certain provisions of the Capper-Tincher Bill, known as H.R. 5675, which has already passed the House of Representatives, and will probably come before the Senate the middle of this week.

First: Amend Section 5, paragraph "D" so that the Exchanges will not be compelled to place definite limits on the amount of grain which single individuals may trade in. The Bill obligates the Exchanges to prevent manipulation and should leave them free to adopt whatever measures to this end may seem to them wise.

Second: Amend Section 5, paragraph "E" so that no application for membership will have an advantage of preference over any other applicant. The Bill at present provides that representatives of Farmers' Associations must be admitted on a preferential basis, which would be the destruction of our commission rule for it would practically amount to rebating of commissions.

Third: Amend Section 5, paragraph "G" by striking out the paragraph, the intention of which is to limit private wire service on grain to wires between the large terminal markets and prevent such service to any one outside of the large terminal markets. The tendency of such a clause and the unfairness of it is only too apparent.

This should have immediate attention and grain dealers everywhere should immediately communicate with the Senators from your own state and with any other Senators with whom you may be personally acquainted, protesting against the legislation and specifically against the above features of the Bill. You should ask the Senators to reject the entire Bill unless the above objections are eliminated therefrom. Rapid work is necessary. Very truly, Hulburd, Warren & Chandler, Chicago.

Injustice of Government Wheat Discount Scale.

Grain Dealers Journal: Buying the lower grades of wheat on the old government scale basis might have been justified when wheat was selling from \$2.20 to \$3.00, but we feel that in justice to the producers of wheat that this scale should be reduced since wheat is not selling for much more than 50% of what it was on the low ebb of the government guarantee when this scale was established by the Government Grain Corporation.

We feel that one of the strongest arguments in favor of this reduction is the way consigned wheat is selling on the Exchanges. If you will take Monday, Aug. 1st, issue of the St. Louis Price Current you will see the injustice of the 14c range between 1 and 5 wheat—No. 1 red sold for \$1.21 to \$1.22 and No. 5 red sold at \$1.10 to \$1.14. This would make No. 1 average \$1.20½ and No. 5 average \$1.12 or only 8½ cents difference instead of the 14c you would be deducted if your grain was sold instead of consigned.

We have had this matter up with a number of our larger mills and they all say that they are in favor of discontinuing the old scale, but on account of most of the mills wanting to buy only the wheat that will grade 1, 2 or 3 we have to get the exporters on our side before we can get the scale reduced on the lower grades.

All our shippers are protesting in strong language whenever a representative of the exporters calls them over the phone, and we will keep on protesting as long as exporters insist on buying on the Government scale basis. Some exporters are confirming some purchases

on a 2c scale instead of 3c for No. 2 wheat. We suggest that inasmuch as most shippers would rather have a fixed differential instead of settling on the market difference that we try to get them to go back to the old 1c scale basis or to buy on a 1c difference between 1 and 2; 3c between 1 and 3; 6c between 1 and 4; and 9c between 1 and 5.

We feel that this basis is fair and that country shippers owe it to farmer customers to try their utmost to get the scale reduced to this basis. We, therefore, urge every dealer to start protesting and to keep on protesting until we win the exporters over to our point of view.—D. L. Boyer, Sec'y Missouri Grain Dealers Ass'n, Mexico, Mo.

Paradichlorobenzene for Weevil.

Two great advantages recommend paradichlorobenzene for the extermination of insects. The first is that, unlike bisulfid of carbon, it is not explosive or inflammable; and secondly, it is not fatal to man, as is hydrocyanic acid gas. Its sole disadvantage is that it is not effective below a temperature of 74 degrees Fahrenheit.

Paradichlorobenzene is a product of the action of chlorine on benzene. Chlorine is derived from common salt and benzene from coal tar, so that it can be produced cheaply in quantity. Its chemical formula is C₆H₄Cl₂; and it is a flaky, solid substance that turns into vapor rapidly at ordinary temperatures. It is colorless, with an ether-like odor.

German scientists have proved that poisoning thru the skin is impossible, and that inhalation of the vapor by human beings is harmless. It acts on insects by irritating their nervous systems until they curl up and die.

Chlorobenzene is not soluble in water, and it keeps indefinitely. Its vapor is five times as heavy as air and twice as heavy as that of bisulfid of carbon. Therefore it is not necessary to sprinkle it around. If thrown on the center of the surface of the grain in a bin the vapor will go right down and then rise up along the walls of the bin.

Experiment has not developed the minimum quantity necessary for bins full or nearly full of grain, the U. S. Dept. of Agriculture having tried amounts varying from 12 ounces to 2 lbs. per 100 cubic feet of space; but this space was occupied mostly by air and only in part by the sacks of grain and flour containing the insects. How much less than 2 lbs. per 100 cu. ft. will suffice remains to be determined. With 2 lbs. to the 100 cu. ft., at 81 degrees Fahr., after 24 hours exposure all the following insects were 100 per cent killed: granary weevil, *Calandra granaria*; rice weevil, *Calandra oryza*; angoumois grain moth, *Sitotroga cerealella*; Mediterranean flour moth, *Ephestia kuehniella*; flour beetle, *Tribolium confusum*, as well as *Silvanus surinamensis*, and *Rhizpertha dominica*. Between 75 to 85 degrees temperature at least 36 hours exposure is necessary for best results.

Chlorobenzene does not injure plant life, nor render fruit or grain inedible. On airing after treatment the odor disappears rapidly and completely. As so many of the chemical industries are shut down at present, pending a settlement of the tariff, quantities of chlorobenzene are difficult to locate and the market price uncertain; but should run from 15 cents to 25 cents per pound.

GERMAN PEOPLE are waiting for freedom in the grain trade after the decontrol of the handling of foodstuffs. However, the Minister of Food declared that it is impossible to allow free trade in grains and bread until in August next year. The Minister states too, that the views of this year's grain crops are most favorable.—S.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 111993 was in a train that was moving eastbound out of Oxford, Neb., on Aug. 6. The car was leaking wheat badly at the side.—The O. M. Kellogg Grain Co. of Denver, Colo.

P. M. 81046 passed thru Stanwood, Ia., on Aug. 5 leaking white corn at the drawbar.—The King Wilder Grain Co., per J. P. Christianson, agent.

C. R. I. & P. 40341 passed thru El Paso, Ill., July 24, going south on the Illinois Central leaking wheat.—El Paso Elevator Co.

C. R. I. & P. 40341 passed thru El Paso, Ill., July 24, leaking wheat. Car was in an Illinois Central train southbound.—El Paso Elevator Co.

C. R. I. & P. 43372 passed thru El Paso, Ill., July 24, leaking wheat. Car was in an Illinois Central train southbound.—El Paso Elevator Co.

I. C. 39382 southbound passed thru El Paso, Ill., July 24, leaking white corn.—El Paso Elevator Co.

I. C. 46592 southbound passed thru El Paso, Ill., July 24, leaking white corn.—El Paso Elevator Co.

A. T. 25429 passed thru Lubbock, Tex., on July 18 leaking wheat at the door post and thru a hole in the bottom of the car near the end.—Lubbock Grain & Coal Co.

C. B. & Q. 105114 passed thru Plano, Ill., on July 22 leaking wheat badly.—Jeter & Jeter.

The Trade's Educational Campaign.

The special com'te of the Grain Dealers National Ass'n, of which R. I. Mansfield is chairman, held a meeting at Chicago July 27 and adopted a platform or statement of principles setting forth the purpose of the educational campaign it is conducting. This platform explains that for some time the grain trade and the present competitive grain marketing system has been subjected to unwarranted criticism and attacks, the methods of transacting the business having been greatly misrepresented. It asserts that grain dealers have been charged with responsibility for price fluctuations that are and can only be the result of the operation of the law of supply and demand.

The statement refers to the activities of professional agitators, political demagogues and those who claim to have a better system of marketing and who think that in order to establish their system, they must first destroy the existing competitive order. These activities are described as the factors which led up to the organization of the com'te, which was created for the purpose of giving the public the truth in justice to the producers of grain and in fairness to the grain trade.

The purpose of the campaign is summed up in the following language:

"It will oppose the enactment of class legislation, or that which would ruin or unnecessarily restrict legitimate business. In its own interest and in the interest of the grain producers and the public, it will call attention to economic fallacies contained in various proposed marketing systems and the dangers which their provisions hold for both farmers and grain dealers. It will not combat any legitimate effort to improve the present marketing system. It will welcome constructive suggestions from any source. The present highly competitive grain marketing system of this country is the result of the experience and evolution of more than 60 years. It is recognized as being more efficient than the system in use in any other country."

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Wiggins, Colo., Aug. 3.—Wheat is good thru here.—W. E. Conn.

Hayden, Colo., July 16.—Wheat is just heading. Frost July 2 retarded growth and probably cut yield 10 bus. per acre. Average generally here 24 bus. for spring wheat.—Hayden Co-op. Elevator Co., per J. C. Parker, mgr.

IDAHO.

Lewiston, Ida., July 29.—Crop conditions around here normal; wheat yield 35 to 45 bus.—Peter Muench.

ILLINOIS.

Fletcher (Cooksville p. o.), Ill., July 26.—Oats are averaging about 30 bus but are light weight, testing from 23 to 26 lbs.—W. C. Beier, mgr. Fletcher Co-op. Grain Co.

Joliet, Ill., July 26.—Wheat, oats and hay poor in this section. Oats are light in weight and the corn is firing.—The New Lenox Grain Co., per A. C. Minger.

Clifton, Ill., Aug. 6.—Oats are about all threshed around here and they averaged from 35 to 30 lbs. to the bus. Corn is badly fired and needs rain.—Harold Meents, R. R. Meents & Sons.

Grant Park, Ill., Aug. 1.—The oats crop was light and the yield per acre was very low. The average weight is from 20 to 30 lbs. to the bushel and the yield averaged from 20 to 40 bus. per acre. The corn has fired up to the ears in some places. If we do not get relief from the heat with a little moisture I cannot see where the corn will do better than 25 bus to the acre.—Grant Park Co-op. Grain Co., per Ben Maas, agt.

Chicago, Ill., Aug. 6.—Corn in the southern states is in good to excellent condition. Practically the only state in the Union in which corn is suffering severely is the state of Kentucky. This state has been so dry and hot that the crop ranges from 25% to good. The great corn belt, while it several times came very near the danger line during the last week, has stood up remarkably well. The only condition reported being rather uneven growth of the ear. This shows some corn beginning to dent, while in the same fields some ears are just being formed. Oats will be an exceedingly light crop and at its best will probably not exceed 60%. Reports on wheat yields still show smaller returns than had been expected owing to the grain ripening too rapidly. Some rye ripened too rapidly, but as a whole rye yielded a fair to good crop. The rains during the last few days in the upper Mississippi Basin have been of great value. In some instances there was too much rain but in most places more rain was needed. Summing the condition into a few words as possible, the outlook for the growing crops is optimistic.—American Steel & Wire Co.

Chicago, Ill., July 29.—Based on local returns to July 25 the condition of corn is 83.7 against 90.1 on July 1, with a crop indication of 3,000,000,000 upon the basis of the official estimate of acreage. The heat and drought since mid-June, record-breaking in its intensity, is responsible for a potential crop loss during the 25 days in question of nearly 300,000,000 bus, which is about 150,000,000 more than the seasonal July decline for a series of years. In Tenn., Ky., Ohio and southern Indiana and Illinois, damage that is irreparable has been experienced, while in Iowa and Nebraska the crop still shows high condition but is apparently at the limit of its resources in many sections of these States. Threshing returns are disappointing for winter wheat and quality is below expectations. Returns to date indicate an outturn of 564,000,000 bus. The spring wheat crop, as the result of heat, blight and rust in the Northwest, has suffered extraordinary losses, the average condition standing at 63.7, indicating a crop of only 198,000,000 bus, much of it very poor quality, light and shriveled. The oats crop has suffered a disastrous reduction of prospect, the condition standing at 63.7, the lowest condition figure for this date ever reported since the organization

of the crop reporting service in 1866. The indicated crop is only 1,079,000,000 bus, a loss in potential prospect during the 25 days in question of over 300,000,000 bus. The quality is inferior and weight light everywhere.—Snow-Bartlett Frazier Crop Report.

IOWA.

Anita, Ia., July 25.—Crops look fine. We will have the largest corn crop we ever had. Wheat is averaging 20 bus. to the acre. Oats are not so good, running about 25 bus. We have some wheat that will make 40 bus. and it is of good quality.—The Farmers Co-op. Elevator Co., per F. C. Chinn, mgr.

KANSAS.

Norton, Kan., July 24.—Corn needing rain badly.—C. Moritz Grain Co.

Concordia, Kan., Aug. 1.—Prospects for the corn crop in this section are ideal. Just the right kind of weather.—Bowman Bros. Seed Co.

Barnard, Kan., July 28.—Wheat averaged about 12 bus. to the acre, mostly of poor quality. Considerable wheat is being burned.—Jackman Milling Co., per H. M. Jones.

Garnett, Kan., July 25.—In the western part of Anderson County the wheat is making all the way from 4 to 18 bushels per acre and the oats from 10 to 30. The oats have been badly damaged by the rain.—John McClune.

Trousdale, Kan., Aug. 2.—Our wheat is excellent in quality. About ½ grades dark hard winter and the balance ordinary hard. Plenty of moisture and there will be the biggest acreage of wheat sown this fall ever seen. Prospect of new corn best ever.—E. B. Schmitt, mgr. Rock Milling & Elevator Co.

MINNESOTA.

Rothsay, Minn., July 30.—Crops poor except corn which is good.—National Elevator Co.

Wylie, Minn., July 25.—Crop conditions not very promising in this vicinity.—Wylie Co-op. Elevator Co.

Le Sueur, Minn., July 28.—We have a fair crop of wheat with a yield of from 7 to 15 bus. to the acre. Oats will run from 30 to 50 bus. per acre and rye from 16 to 20 bus. Corn is very good at this time. The heat was too great for the small crop to make it a bumper.—Wierwill Bros.

Minneapolis, Minn., Aug. 2.—In Minnesota the reports we have received, indicate a decrease in the production of barley due largely to the smaller yield and the reduced acreage planted. Quality is variable ranging from light weight to medium and some plump, although mostly medium. There was some damage by hot weather but no unsoundness of consequence from unfavorable harvest weather. Color, mostly discolored but only a scattering report badly so, and a number report good color. Acreage estimates as compared with last year range from 50 per cent decrease to 30 per cent increase, but the greater number are unchanged. The average is 9 per cent decrease. Yield per acre estimates range from 15 to 30 bushels and average about 22 bushels or about 3½ bushels less than the crop of 1920 and almost three bushels more than the crop of 1919.—E. P. Bacon & Co.

MISSOURI.

St. James, Mo., Aug. 1.—Wheat only three-fifths of a crop. Wheat is testing from 55 to 58 lbs. to the bushel.—R. B. Murry.

Dunlap, Mo., Aug. 4.—Threshing is nearly done thru here and some of the farmers are already plowing their land for wheat and planning to plant within a short time. In this section oats averaged about 20 bus. to the acre, that is the majority of those fields which were not replanted after the frost of early spring. Some of the replanted fields went as high as 40 bus. to the acre. Rye is averaging 15 bus. and wheat about 18 bus.—S. Walker.

NEBRASKA.

Culbertson, Neb., July 26.—We have lots of smutty wheat.—Culbertson Equity Exchange, by Fred Fisk, mgr.

Lyman, Neb., July 29.—The wheat acreage is the same as last year with probably a 5% increase. We had several days of hot winds at a critical time which will probably cause the yield to fall 15 to 20% short of last year.—E. S. Young.

Stella, Neb., July 28.—Short wheat crop; poor quality due to early rains; average 6 to 20 bus. Oats very spotted; fair quality. Corn prospects as good as ever seen here; a little rain will assure a bumper crop.—Ralph Garvills, mgr. Harry Brenner.

NORTH CAROLINA.

Elizabeth City, N. C., July 26.—Ample rains and warm weather since June have resulted in rapid growth and an excellent condition of practically all crops.—Buxton White.

NORTH DAKOTA.

Gladstone, N. D., July 29.—Wheat crop about 35% normal; straw short; cannot be cut with binder. Harvesting will begin next week.—Theo Switzer, mgr. Gladstone Equity Exchange.

Minot, N. D., Aug. 1.—Reports had been circulated in this section that the Hessian fly had been doing much damage to the wheat. An investigation by the county agent and his assistant revealed the presence of large numbers of saw flies. Some of the fields were damaged 10%. No Hessian fly were found.—H.

OHIO.

Duvall, O., July 23.—Prospects are poor for the corn.—Teegarden Grain Co.

Lockbourne, O., July 23.—Wheat is grading No. 3.—Myers Grain Co.

Ashville, O., July 23.—Quality of the wheat mediocre.—Scioto Grain Co.

Perryville, O., July 26.—Crops are very poor. Lots of wheat will not be threshed.—J. F. Jones.

Wooster, O., July 27.—Plowing for wheat in Wayne County is quite extensive and it looks as tho the acreage will be large.—D.

Loudonville, O., July 26.—Prospects for the oats crop are not encouraging. Corn is coming along nicely.—Loudonville Farmers Equity Exchange Co.

Lexington, O., July 25.—The wheat grade is averaging around No. 3 and have not yet had any No. 1.—Lexington Equity Ex. & Co-op. Co., per William Lanehart, mgr.

Seville, O., July 27.—Wheat in this section has not tested above 56 and we have had it as low as 52. Some is very badly shrunken on account of the frost in May.—William C. Foote.

Lucas, O., July 26.—Wheat is poor in quality and yield. The average yield is from 6 to 10 bus. per acre and it is grading No. 3. Threshing in the fields is all done.—A. C. Swant, mgr. Farmers Equity Exchange.

Lexington, O., July 25.—The oats crop is a dismal failure and most of the farmers are turning their oats fields over to their livestock. Unless corn improves it will be put to the same use.—Lexington Equity Ex. & Co-op. Co., per William Lanehart, mgr.

Columbus, O., Aug. 6.—Ohio oats crop is about as near a failure as has been reported for many years, with less than half a crop as to quantity, and the grain weighing only sixteen to twenty pounds to the bushel against a standard of thirty-two. Figures on the wheat crop are not complete but indicate an average for the state of somewhere between ten and fifteen bushels an acre.

Columbus, O., July 30.—Entomologists of the state service, their annual survey of Ohio wheat fields completed, announce that the crop just harvested suffered only 17 per cent infestation from Hessian fly. The 1919 wheat crop showed 44 per cent infestation. This improved showing the entomologists attribute to vigorous co-operation of farmers in the "delayed sowing" campaign conducted last summer and to an April unfavorable for the development of wheat.

OKLAHOMA.

Lawton, Okla., July 25.—Corn promises a bumper crop.—Lawton Grain Co.

TEXAS.

Ralls, Tex., July 25.—Crop was short this year in this vicinity. Maize bids fair to make big crop.—Alexander Grain Co.

WISCONSIN.

Milwaukee, Wis., Aug. 2.—Reports indicate a decrease in the production of barley in Wisconsin, compared with last year, due to the smaller acreage and the smaller yield. Quality is fair, the berry ranging from medium to light weight, and very little unsoundness, although about two-thirds report light weight. Color, mostly somewhat discolored, although none badly so, and some report good color. Acreage estimates as compared with last year range from 50 per cent decrease, to 15 per cent increase, but the larger number are unchanged. The average is 15 per cent decrease. Yield per acre estimates range from 10 to 40 bushels and average 22 bushels or 10 bushels less than the crop of 1920, and 2 less than the crop of 1919.—E. P. Bacon & Co.

WASHINGTON.

Mt. Vernon, Wash., July 25.—We have a big crop of oats and wheat. Our oats are the finest in the United States for milling purposes. Largest yield of wheat and oats in the country. Wheat is not fit for milling on account of it being too soft. The ground in this section is too low, and the season is too short for the production of milling wheat so will sell it for feed as usual excepting for the small percentage which will be used for cereals. Dairying, oats and hay raising are the principal agricultural pursuits of Skagit County.—J. L. Lindbloom.

WYOMING.

Ranchester, Wyo., July 31.—Owing to drouth, crop will hardly be 50% of normal, with considerable smaller acreage besides.—Earl C. Reed, buyer for J. W. Denio Milling Co.

Government Crop Report.

Washington, D. C., Aug. 9.—The crop reporting board of the bureau of crop estimates makes the following estimates:

	Condition		Yield per acre	*Production, bushels	
	Aug. 1, 1921.	Aug. 1, 1920.		1921.	1920.
Rye	60	60	14.2	64.3	69.3
Buckwheat	87.2	90.5	20.4	13.0	13.8
Flax	70.0	80.1	7.2	8.9	11.0
Rice	86.5	88.7	38.8	33.5	53.7
Hay, all	80.5	90.5	1.42	81.6	91.2

*Millions of bush.

SPRING WHEAT.

State.	Forecast, 1921.*		Dec. estimate.*	
	Aug. 1, 1921.	Aug. 1, 1920.	1920.	5-yr. av. 1915-19.
Minn.	60	27,174	27,940	51,063
N. D.	62	68,343	68,400	81,633
S. D.	63	25,428	25,470	43,330
Mont.	61	19,123	15,950	15,156
Wash.	75	20,092	17,862	17,560
U. S.	66.6	212,946	209,355	258,495

CORN.

Pa.	90	65,664	67,050	61,569
Va.	84	43,929	50,100	53,524
N. C.	85	58,138	64,032	56,846
Ga.	85	87,740	76,590	67,538
Ohio	74	125,941	162,099	141,608
Ind.	68	137,531	184,072	178,777
Ill.	79	297,326	294,168	346,330
Mich.	91	60,479	65,000	50,460
Wis.	92	81,061	86,044	59,864
Minn.	95	125,146	118,125	94,100
Iowa	92	405,269	473,800	368,965
Mo.	82	181,637	198,880	170,354
S. D.	88	108,490	105,600	93,745
Neb.	91	217,934	255,528	192,430
Kan.	79	105,157	137,535	93,284
Ky.	68	77,059	100,650	97,735
Tenn.	80	85,181	93,100	84,834
Ala.	79	75,003	67,149	63,615
Miss.	85	94,138	63,680	63,733
La.	90	49,590	36,595	36,698
Tex.	86	174,070	174,200	126,390
Okla.	91	89,225	89,320	58,285
Ark.	86	62,923	55,224	49,967
U. S.	84.3	3,032,170	3,232,367	2,797,625

OATS.

N. Y.	70	31,660	44,275	41,569
Pa.	76	34,143	45,825	40,530
Ohio	56	38,413	71,339	64,200
Ind.	61	47,465	76,875	68,799
Ill.	63	122,047	161,950	186,096
Mich.	55	31,042	56,430	52,939
Wis.	58	65,127	107,878	93,458
Minn.	63	88,855	126,488	114,660
Ia.	63	163,551	229,866	216,362
Mo.	60	38,766	54,138	42,544
N. D.	63	53,764	59,640	57,245
S. D.	63	54,727	75,446	67,033
Neb.	78	71,847	83,040	78,374
Kan.	60	48,092	68,799	48,489
Tex.	56	44,453	44,100	49,949
Okla.	52	30,459	48,000	31,125
Mont.	62	16,959	16,800	19,278
U. S.	64.5	1,137,202	1,526,055	1,432,697

BARLEY.

Wis.	66	11,089	15,913	19,152
Minn.	68	19,296	25,000	31,435
Ia.	75	6,289	7,810	10,541
N. D.	63	19,607	22,680	29,406
S. D.	60	17,853	26,825	26,510
Kan.	72	17,196	21,285	8,182
Colo.	94	6,119	4,674	4,405
Ida.	90	3,959	4,256	5,656
Wash.	86	3,712	3,883	5,029
Ore.	90	2,498	2,576	4,218
Calif.	80	30,600	28,750	35,246
U. S.	71.4	170,511	202,024	208,098

*In thousands of bushels (i. e., 000 omitted).

WINTER WHEAT.

Total production in thousands of bus. Yield per acre, bus.

State.	*1921.	1920.	*1921.	10-yr. av.
N. Y.	8,385	10,258	19.5	20.7
Pa.	25,522	24,900	17.5	17.3
Md.	9,128	11,390	14.0	16.0
Va.	8,750	11,425	10.0	12.8
Ohio	27,379	28,308	12.4	16.7
Ill.	38,608	35,720	12.0	15.4
Ind.	22,728	23,400	16.0	16.4
Mich.	13,088	13,795	16.0	16.9
Ia.	7,934	8,491	18.8	20.3
Mo.	30,128	32,500	10.9	14.2
Neb.	52,730	58,029	16.3	16.4
Kan.	117,998	136,844	12.4	14.0
Ky.	6,030	5,610	10.0	12.0
Tenn.	4,610	4,028	10.0	10.8
Tex.	17,610	15,925	10.0	13.3
Okla.	37,200	46,240	12.5	12.5
Mont.	3,348	3,900	13.5	19.7
Colo.	17,766	17,195	21.0	19.7
Utah	3,151	2,340	23.0	19.3
Ida.	8,918	8,000	24.3	24.7
Wash.	30,922	20,120	28.5	25.1
Ore.	17,756	17,560	25.0	21.7
Cal.	8,080	9,100	16.0	16.3
U. S.	543,879	577,763	14.0	15.6

*Preliminary estimate.

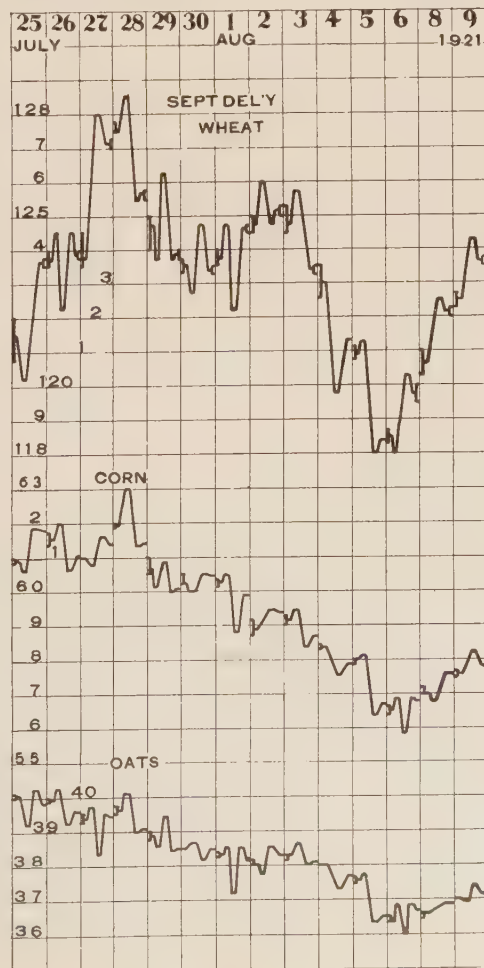
The amount of oats remaining on farms Aug. 1, is estimated at 10.6% of last year's crop, or about 161,199,000 bus., compared with 56,128,000 bus. on Aug. 1, 1920, and 78,328,000 bus. the average of stocks on Aug. 1 for the five years, 1915-1919.

The acreage of twenty crops totals 339,634,000, compared with 348,426,000 in 1920.

A COUNTRY ELEVATOR without a cleaner is of about as much value as a shovel without a handle.—Fred Fisk, Culbertson, Neb.

Chicago Futures

Opening high, low and close on wheat, corn and oats for the September delivery at Chicago for 2 weeks past are given on the chart herewith.



Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Winnipeg, Man.—The first new wheat arrived at this market on Aug. 5 and had been consigned to the Lake of the Woods Milling Co. The first new rye also reached the market on Aug. 5, it having been consigned to Thompson Sons & Co.

IDAHO.

Lewiston, Ida., July 29.—Harvesting in full blast.—Peter Muench.

ILLINOIS.

Petersburg, Ill., July 23.—We harvested an extra fine grade of wheat and lots of it. Fine corn prospects.—H. A. Hueffner, owner of the Wilms Elvtr.

Fletcher (Cooksville p. o.), Ill., July 26.—Threshing will be completed in a few days if weather remains favorable.—W. C. Beier, mgr. Fletcher Co-op. Grain Co.

KANSAS.

Norton, Kan., July 24.—Large movement of wheat; cars getting scarce.—C. Moritz Grain Co.

Alida, Kan., July 28.—We have had plenty of cars and for the present grain movement has almost stopped.—Wm. Bauer.

Barnard, Kan., July 28.—The shock threshing is about over and the rush of the grains from the farms is also about over.—Jackman Milling Co., per H. M. Jones.

Cullison, Kan., July 30.—The movement of wheat is heavy at present but the car shortage is a hindrance, permitting us to operate only about one-half time.—The Midwest Grain Co., per A. E. Dickhut.

Trousdale, Kan., Aug. 2.—About 25% of old corn crop still in farmers' hands and also some old wheat. New crop moving slowly on account of car shortage with farmers selling freely at \$1 a bu.—E. B. Schmitt, mgr. Rock Milling & Elvtr. Co.

Wichita, Kan.—June receipts at this market were considerably over the receipts of June, 1920, and amounted to 1,516,000 bus. wheat, 69,000 bus. corn and 35,000 bus. oats, compared with receipts last year of 1,088,000 bus. wheat, 52,000 bus. corn and 5,000 bus. oats.

MINNESOTA.

Duluth, Minn.—The first new rye arrived at this market on July 26 and was received by Gregory Cook & Co. It tested 50½ pounds to the bushel and graded No. 1.

MISSOURI.

Grain Valley, Mo., July 27.—Wheat has about all moved out; had a very light crop.—A. M. Turner, mgr. Grain Valley Lumber & Grain Co.

Dunlap, Mo., Aug. 6.—Very few farmers in this section of the country are holding any of their wheat this year. The majority of them are hauling it immediately after threshing.—S. Walker.

Kansas City, Mo.—The July receipts of wheat at the Kansas City market, amounting to 14,210 cars, compare with a ten year average for July of 6,585 cars and 10,767 cars received in July, 1918.

NEBRASKA.

Oxford, Neb., July 21.—Cars are beginning to get scarce.—O. M. Kellogg Grain Co., per W. Mann.

Stella, Neb., July 28.—Wheat threshing will be finished in a day or two.—Ralph Garvills, mgr. Henry Brenner.

Culbertson, Neb., July 26.—We are buying wheat everyday.—The Culbertson Equity Exchange, by Fred Fisk, mgr.

Lyman, Neb., July 29.—The harvest has commenced in this section with probably a 10 car shipment to date.—E. S. Youn.

OHIO.

Renolett, O., July 22.—Between here and Hicksville the crops are not worth harvesting.—D.

Haviland, O.—Oats in this section are averaging No. 3 grade.—W. S. Bicker, mgr. Haviland Elevator Co.

Hicksville, O., July 22.—Wheat and oats are short crops this year. Corn prospects are good.—Moser Grain Co.

Seville, O., July 27.—About 20% of the old wheat is still back in the farmers' hands.—William C. Foote.

Loudonville, O., July 26.—Half of the wheat we take in grades No. 1.—Loudonville Farmers Equity Exchange Co.

Hicksville, O., July 22.—Have had one load of oats that tested 30 lbs. to the bus.—H. Grover, mgr. Hicksville Grain Co.

Defiance, O., July 22.—Around Defiance oats will be but 40% of a normal crop and will weigh around 22 lbs. to the bus.—W. E. Gest.

OKLAHOMA.

Lawton, Okla., July 25.—Most wheat has been threshed and shipped in southern part of state. Farmers have been selling freely and little is left in our county.—Lawton Grain Co.

TEXAS.

Texas City, Tex.—Vessels containing grain moving from this port during the year ending June 30, 1921, carried 11,679,222 bus. wheat, 163,154 bus. corn and 60,000 bus. rye.—J. V. Kerner, chief grain inspector.

WASHINGTON.

Spokane, Wash., Aug. 3.—Fifteen carloads of wheat a day are being received from the new harvest and the plant is running at full capacity, using both units of the mill for the first time since its erection. We purchased 40,000 bus. in the Big Bend and Palouse county recently. The mill is consuming six carloads daily and we have found it necessary to add the new unit to our operations to care for the strong demand for flour for importation. The wheat is running practically all No. 1 in contrast to a majority of No. 2 grade last year. There is every prospect of a big year for us this season.—Sperry Flour Mills, per J. K. Smith, mgr.

Spokane, Wash.—The wheat is now being harvested near Hooper and is being hauled to the elevator as it is threshed in the field. Grain men report almost no purchases of the new wheat. The season is too early for much buying as little grain has been threshed. Where harvesting has started, the grain is being cut with binders for the most part and will not be threshed for several weeks. Some sales in the Big Bend country were closed recently, according to reports at the banks at \$1. E. N. Imus, vice president of the Davenport National bank, was in Spokane a few days ago. He says harvesting will not be general in the Big Bend until about July 26.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1921.	1920.	1921.	1920.	1921.	1920.
July 2...	5,586	6,851	1,848	56	1,084	26
July 9...	5,981	5,771	2,817	35	1,154	800
July 16...	5,807	8,556	3,016	89	1,159	322
July 23...	5,359	8,990	3,132	157	908	1,006
July 30...	7,015	7,033	3,192	43	1,895	867
Aug. 6...	10,355	6,375	2,897	52	2,068	353
Total since July 1	40,103	43,576	17,902	432	8,368	3,374

Daily Closing Prices.

The daily closing prices of wheat, corn and oats for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 30.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	123 3/4	123 3/4	127 1/4	125 1/4	124 3/4	123 1/4	124 3/4	125 1/4	123 1/4	121 1/2	118 1/2	120	122 1/4	123 3/4	123 3/4
Minneapolis	129	128 3/4	131 1/2	130 3/4	128 1/2	128 1/2	130 3/4	130 3/4	129 3/4	127 3/4	125 1/2	125 1/2	127 1/2	129 3/4	129 3/4
Kansas City	112 1/4	113 3/4	117 1/2	115 3/4	113 1/2	112 3/4	115	115	112 1/2	111 3/4	108	108 3/4	111 3/4	114 1/4	114 1/4
St. Louis	120 1/4	121 1/4	123 3/4	122 1/2	121	120 1/2	121 1/2	122 1/2	120 1/4	118 3/4	115 3/4	117 1/2	119 1/4	121 1/4	121 1/4
Duluth	128 3/4	129 1/2	132 1/2	130	128	128	128	128 1/2	128	126	124	124	125 1/2	127 1/2	127 1/2
*Winnipeg	151 1/2	149 3/4	152	150 3/4	151 1/4	151 1/4	154	154 1/2	151	147 1/2	145 1/2	148	148	150 1/2	150 1/2
Toledo	129	132 1/2	131	129 1/2	129	131 1/4	132	130 1/4	128 1/4	125 1/2	127	128	128	128	128
Milwaukee	123 1/2	124	127 1/4	125 3/4	124	123 1/4	124 1/2	125 1/4	123 1/4	121 1/4	118 3/4	120	122 1/4	123 1/4	123 1/4

SEPTEMBER CORN.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 30.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	61 1/2	61 1/2	61 3/4	61 3/4	60 3/4	60 3/4	59 3/4	59 1/4	58 3/4	57 3/4	56 3/4	56 3/4	57 1/2	57 3/4	57 3/4
Kansas City	52	51 1/2	51 1/2	52 1/2	51	51 1/2	50 3/4	49 3/4	48 3/4	48 3/4	46 3/4	46 1/2	47 1/4	47 1/2	47 1/2
St. Louis	58 3/4	57 3/4	58 1/2	58 1/2	57 3/4	57 3/4	56 3/4	56 3/4	55 3/4	54 3/4	53 1/4	53 1/4	54 1/4	54 1/2	54 1/2
Milwaukee	61 3/4	61 3/4	61 3/4	61 3/4	60 3/4	60 3/4	59 3/4	59 3/4	58 3/4	57 3/4	56 3/4	56 3/4	57 3/4	57 3/4	57 3/4

SEPTEMBER OATS.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 30.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	39 3/4	39 3/4	39 3/4	39	38 1/4	38 1/4	38 1/4	38 1/4	38	37 3/4	36 1/2	36 1/2	36 3/4	37 1/4	37 1/4
Minneapolis	34 3/4	34 3/4	34 3/4	34 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 1/4	32 3/4	31 1/2	31 1/2	31 3/4	32 1/4	32 1/4
Kansas City	34 3/4	34 3/4	34 3/4	34 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 3/4	33 3/4
St. Louis	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4	37 1/4
*Winnipeg	50 3/4	49 3/4	49 3/4	49 3/4	50 3/4	50 3/4	50 3/4	50 3/4	49 3/4	49 3/4	47 3/4	48 3/4	49 3/4	49 3/4	49 3/4
Milwaukee	39 3/4	39 3/4	39 3/4	39 3/4	38 3/4	38 3/4	38 3/4	38 3/4	38 3/4	38 3/4	37 3/4	36 1/2	36 3/4	36 3/4	36 3/4

*October delivery.

Oats Movement in July.

Receipts and shipments of oats at the various markets during July compared with July, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Chicago	10,722,000	277,043	5,199,000	289,762
Duluth	185,129	1,411,549	598,028	896,029
Indianapolis	2,352,000	1,000,000	1,818,000	930,000
Ft. William	5,457,381	5,870,581	5,870,581	896,029
Kansas City	562,700	544,000	121,500	136,500
Milwaukee	2,576,110	2,131,100	808,630	1,279,060
Minneapolis	2,436,400	948,350	476,680	1,356,910
Montreal	4,308,303	449,517	3,728,715	224,077
New York	942,954	672,000	672,000	672,000
*Los Angeles	18	9	9	9
Omaha	830,000	838,000	514,000	578,000
Peoria	686,860	1,184,000	415,200	1,253,100
Philadelphia	223,608	169,888	1,250,390	1,542,830
St. Louis	2,316,000	2,204,000	1,250,390	1,542,830
†San Francisco	2,888	1,475	22,000	4,000
St. Joseph	102,000	114,000	22,000	4,000
Wichita	1,500	25,000	15,000	20,000
Winnipeg	6,222,000	25,000	15,000	20,000

*Cars.

†Tons.

Rye Movement in July.

Receipts and shipments of rye at the various markets during July compared with July, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Chicago	944,000	22,400	87,000	25,200
Indianapolis	222,600	1,787,009	350,717	1,869,788
Duluth	509,223	57,767	113,191	53,500
Ft. William	80,939	69,300	6,800	27,500
Kansas City	12,100	69,300	6,800	27,500
*Los Angeles	2	3	3	3
Milwaukee	176,530	121,930	67,789	144,156
Minneapolis	426,000	448,000	263,320	1,724,586
Montreal	324,416	538,707	718,556	1,145,948
New York	71,200	123,000	123,000	123,000
Omaha	60,500	60,500	31,900	69,300
Peoria	7,250	133,600	13,200	166,800
Philadelphia	4,834	174,473	163,714	163,714
St. Louis	22,047	34,487	5,070	3,950
St. Joseph	5,000	1,500	1,500	1,500
Wichita	4,000	4,000	4,000	4,000
Winnipeg	111,250	4,000	4,000	4,000

*Cars.

Barley Movement in July.

Receipts and shipments of barley at the various markets during July compared with July, 1920, were as follows:

	Receipts		Shipments	
	1921.	1920.	1921.	1920.
Chicago	552,000	242,000	242,000	242,000
Duluth	461,994	151,433	459,761	265,792
Ft. William	80,939	57,767	113,191	53,500
Kansas City	112,500	160,500	106,600	42,900
Milwaukee	781,770	514,484	289,610	204,060
Minneapolis	971,730	694,560	1,122,320	1,000,210
Montreal	652,231	178,393	562,521	225,063
New York	793,300	850,000	850,000	850,000
*Los Angeles	106	104	104	104
Omaha	64,800	54,000	39,600	34,200
Peoria	26,600	141,000	25,200	127,400
Philadelphia	1,241	3,740	3,740	3,740
St. Louis	69,155	60,833	26,010	14,110
†San Francisco	23,455	5,542	5,542	5,542
St. Joseph	15,750	1,750	1,750	1,750
Wichita	6,000	6,000	6,000	6,000
Winnipeg	523,525	6,000	6,000	6,000

*Cars.

†Tons.

BROOM CORN coming into the United States will, if the Fordney Tariff Bill becomes law, be taxed \$2 per ton.

Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July compared with July, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Chicago	14,070,000	3,921,000	3,921,000	3,921,000
Duluth	3,463,000	2,808,887	3,122,177	3,145,522
Indianapolis	1,908,400	878,800	1,323,400	1,650,000
Ft. William	4,284,408	4,907,450	5,495,679	4,812,572
Kansas City	19,183,500	6,770,250	8,255,250	4,498,200
*Los Angeles	23	170	170	170
Milwaukee	1,652,400	241,650	1,140,643	230,795
Minneapolis	7,798,970	7,008,170	3,899,130	3,430,840
Montreal	4,072,625	7,256,194	4,320,203	9,205,437
New York	2,556,700	1,537,000	1,537,000	1,537,000
Omaha	6,236,400	2,949,600	2,931,600	2,919,600
Peoria	454,400	361,200	426,400	258,200
Port Arthur			450,000	None.
(Tex.)			450,000	None.
Philadelphia	2,130,799	1,575,696	1,483,038	2,358,786
St. Louis	9,767,576	4,270,970	4,682,210	2,252,000
†San Francisco	2,620	1,292	1,292	1,292
St. Joseph	2,443,500	999,000	975,000	361,500
Texas City	811,350	22,700	616,666	46,498
Wichita	4,926,000	1,282,800	2,970,000	760,000
Winnipeg	5,251,250	1,282,800	2,970,000	760,000

*Cars.

†Tons.

Corn Movement in July.

Receipts and shipments of corn at the various markets during July, compared with July, 1920, were as follows:

	Receipts		Shipments	
	1921	1920	1921	1920
Chicago	8,954,000	11,227,000		
Duluth	418,559	595,501		
Indianapolis	809,200	1,937,600	751,800	1,650,000
Ft. William	161,802	94,333		
Kansas City	1,418,750	793,750	1,542,500	453,750
Milwaukee	2,339,500	1,866,325	2,430,235	991,723
Minneapolis	401,200	461,360	472,620	517,880
Montreal	7,950,259	111,389	6,544,383	
New York	1,378,655	1,550,000		
*Los Angeles	78	53		
Omaha	1,526,000	1,548,000	1,656,000	1,544,200
Peoria	702,810	1,561,200	193,050	731,050
Port Arthur (Tex.)				
Philadelphia	393,563	77,346	574,800	
St. Louis	1,755,000	2,229,773	1,429,295	1,554,685
San Francisco	378	473		
St. Joseph	654,000	547,500	694,500	268,500
Wichita	4,926,000	1,282,800	2,970,000	760,000
*Cars.				

New Elevator at Bluffton, Ind.

The Studabaker Grain & Seed Co., of Bluffton, Ind., has been engaged in the grain business long enough to know the requirements of an up-to-date elevator. Their judgment as expressed with the co-operation of experienced elevator designers resulted in the reinforced concrete plant shown in the engravings.

As shown in the bin plan, also reproduced herewith, there are eight cylindrical bins in two rows and three interstice bins, giving, with that in the head house, a total storage of 60,000 bus. The bins are 12 ft. in diameter and the walls 6 inches thick. The handling capacity is 5,000 bus. per hour and the head house contains a large hopper scale.

The equipment includes sheller, corn cleaner, wheat cleaner, two stands, elevator legs, manlift, belt, conveyor, over-head dump and power shovel for unloading grain from cars.

The elevator was designed and erected by Ballinger & McAllister on the site of the old Studabaker Elevator erected in 1872. The equipment includes a Randolph Grain Drier.



Concrete Elevator at Bluffton, Ind.

The elevator is used not only as a local receiving house but as a transfer and cleaning house, conveniently situated on both the Toledo, St. Louis & Western and the Lake Erie & Western Railroads. Large quantities of grain are handled and conditioned by passing thru this house from the west to eastern markets. Since the business was established more than 50 years ago it has been operated continuously by the Studabaker Grain & Seed Co. and its predecessors.

James W. Sale, president of the company, is one of the best known grain dealers in Indiana, and has always been active in association affairs. He is now a member of the com'te on constitution and by-laws of the Grain Dealers' National Ass'n.

H. H. Deam, who is sec'y of the company, long has been a worker for the best interests of the dealers in grain and hay in Northern Indiana, and years ago piloted the local organization thru troubled waters.

C. C. Cole, who carries the title of auditor, is well posted in the work of his department.

Montana Grain Dealers Meet.

The annual convention of the Montana Grain Dealers Ass'n was held this year on July 23 at Helena, Mont.

Besides the interesting addresses of the officers, C. C. Davis, Montana's Commissioner of Agriculture spoke on "Agricultural Problems of Montana"; C. A. Stevens of Great Falls delivered an address on "Insurance"; and J. M. Davis, chief of the division of grain standards and marketing, spoke on "Co-operation Between Grain Men and State Officials."

The officers selected to direct the ass'n for the coming year were Percy F. Brown, Lewiston, pres., and W. G. Kirkpatrick, Great Falls, vice-pres. J. W. Watkins will continue as sec'y-treas.

Muskogee Dealers Organize Exchange.

Representative grain dealers of Muskogee, Okla., met in that city Aug. 5 and organized the Muskogee Board of Trade Ass'n. A constitution similar to those governing other organizations having like purposes was adopted, and the Ass'n will be chartered under the laws of Oklahoma.

The Ass'n will employ a licensed grain inspector to serve at Muskogee. Other purposes which it will promote are to facilitate the buying and selling of all products, to inculcate principles of equity and justice in trade, to acquire and disseminate commercial informa-

tion of value, and to advance the general prosperity of the business interests of the city and its trade territory.

E. S. Bouldin was elected pres. and J. W. S. Bower, vice-pres. Directors include Mr. Bouldin and Mr. Bower, together with the following: Murrell Thornton, E. S. Adkins, W. A. Bailey, Paul O. Bower and O. Morris Evans.

At the first meeting of the board of directors, W. A. Bailey was elected sec'y and Murrell Thornton, treas.

Shipper Liable to Buyer for Deterioration in Transit.

C. Y. Semple of Oklahoma City, plaintiff, bot of the Garrison Coal Co., defendant, two cars of wheat for shipment to New Orleans, destination weights and grades.

The cars were loaded out Aug. 30 and Sept. 21, 1916, but did not arrive at New Orleans until the middle of December, when the wheat was inspected and found rotten.

Defendant declined to ship other cars or to make good the difference, and plaintiff bot in two cars at \$2.03, against the contract price of \$1.58 and disposed of the rotten wheat at \$1.50 per bushel.

Defendant alleged that the wheat arrived promptly at New Orleans but that the unloading was delayed because of the negligence of plaintiff, and if there was any delay in transit, the carrier and not the Garrison Coal Co. was liable. The jury found that Semple had exercised reasonable diligence in unloading the wheat. The confirmation contained a clause:

It is understood by shippers or sellers that this contract is only completed after such shipments are received, graded and weighed at destination.

The Supreme Court of Oklahoma on May 24, 1921, gave Semple judgment for \$1,583.17, and shipper's recourse is against the railroad company, if in fact the wheat went out of condition because held too long a time in the car.—198 Pac. Rep. 497.

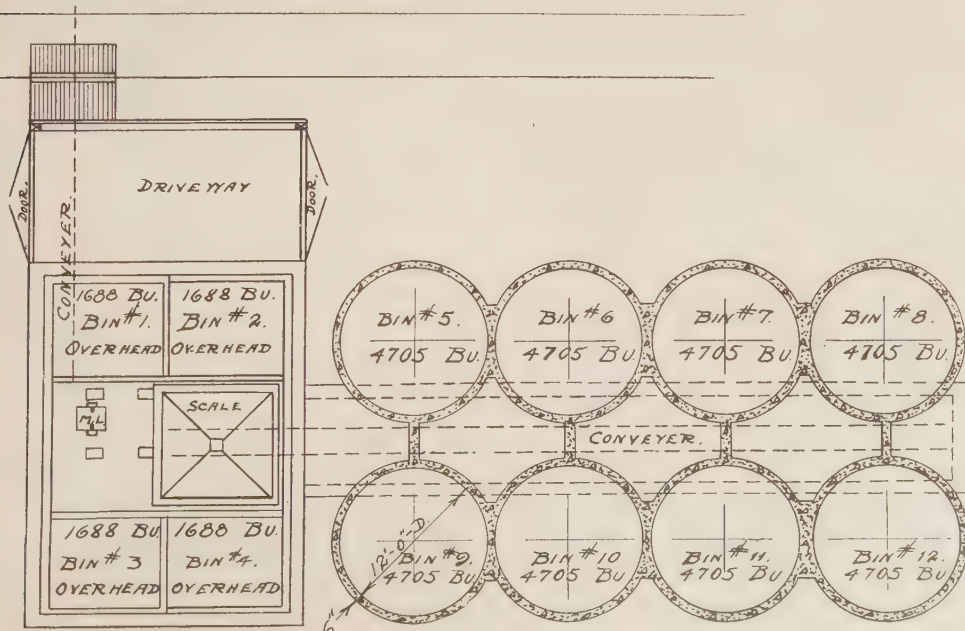
Fidelity Bond Does Not Cover Previous Action.

The Farmers Co-operative Exchange of Good Thunder, Minn., would seem to need to hire its lawyers by the year, judging from the amount of litigation it carries on. Some time ago it had a fight with E. W. Wagner over a membership in the Chamber of Commerce, and now it has gotten the worst of a legal contest with the Fidelity & Deposit Co., of Maryland in a decision given by the Supreme Court of Minnesota May 27, 1921.

Agent Emil O. Rosnow's authority as manager included power to make hedging transactions. Some losses were made in 1916 and the Fidelity & Deposit Co. went on Rosnow's bond Mar. 30, 1917. To cover an indebtedness to Wagner & Co., Rosnow shipped a car of wheat Apr. 11, 1917, to Wagner & Co., at Minneapolis. He also drew two checks for \$4,200, but the Good Thunder bank declined to honor them as it would create an overdraft of \$4,000. The directors of the Exchange then decided to draw on the John Miller Co., but the latter refused to honor their draft. Later the directors raised the money by sale of stock.

There was no evidence that Rosnow ever received any part of the proceeds of the grain. The co-operative exchange contended that the checks were given for gambling transactions; but the court held Rosnow was authorized to hedge and that as he had not embezzled the funds and his transactions had been ratified by the directors the bonding company was not liable.—182 N. W. Rep. 1008.

To INSTRUCT FARMERS and others interested in the methods of the grain trade the Omaha Grain Exchange contemplates the establishment of a school in grain marketing. Some of the subjects to be discussed will be methods of handling grain, grading, sampling, selling, shipping, rate making, etc.



Work House and Bin Plans of 60,000-bu. Concrete Elevator of Studabaker Grain & Seed Co., at Bluffton, Ind.

A New Grain Grading Scale.

Industrial processes and commercial practices gradually tend toward the adoption of more exact methods and standards for their guidance. In the grain business this tendency has found expression as it relates to the grading of the commodities handled in the establishment of federal standards applying to certain grains, and under these standards all factors affecting the grade of wheat, corn and oats, except that of moisture, are determined on the basis of weight. It is essential, therefore, that the inspection laboratory and buying office be provided with a weighing mechanism that will give accurate results. To attempt to handle grain under the present system of closely defined limits for the various grade requirements while continuing to use the grading devices of the past is an evidence of lack of progress, and the busy inspector or elevator operator is almost as much concerned with the convenience and practicality of a device as he is with its accuracy. The new scale shown in the engraving reproduced herewith has recently been designed by engineers of the Toledo Scale Company and employees of the Bureau of Markets to comply with these requirements.

It is built on the gravity principle used in all scales of the manufacturer and has no springs in the counterbalancing mechanism.

Material placed into the pan or receptacle provided for its reception causes the indicating arm or lever to swing toward the right of the chart. The arm carries a hair line, and when it comes to rest after being actuated by the pull of gravity on the material in the pan this hair line indicates at the point where it crosses a given marking on the chart a certain fact about the weight of the material. There are no weights to move and set, and the operator does nothing but put in the material and read the chart.

It will be seen from the chart reproduced herewith that graduations are provided to indicate the test weight in pounds per Winchester bushel, percentages, metric grams and avoirdupois ounces. To make it possible to dispense with useless readings under a given point, and thus make the calibrations on the chart of more service to the user, the scale is back weighted for the first 8 ounces or about 225 grams. The swinging arm does not start to move until 8 ounces have been placed in the pan.

In making the inspection of a sample of wheat, the first operation would be that of determining the percentage of dockage. To do this, the operator places enough of the sample into the weighing pan to cause the hair line to come to rest at 100 (10%) on the concentric line indicating percentage. The sample is then run thru the sieves or dockage separating machine, and the dockage itself is placed into the small bucket or receptacle hanging from the auxiliary arm extending from the main lever. This small bucket is seen in the middle portion of the scale. The percentage of dockage, in tenths of per cent, is now

indicated by the swinging arm. The percentage of damaged kernels, foreign material other than dockage, grains of other classes, color in corn, wild oats, and all percentages ascertained by weight is computed in the same manner.

The test weight of the grain is ascertained by using the funnel and sealed quart measure shown at the left of the scale in the illustration. After stroking in the usual manner the measured grain is placed into the weighing pan and its test weight per bushel is indicated on the upper concentric line of the chart.

The figures 50 and 100 on the percentage chart indicate grams, and may be used in weighing the desired quantity of grain for making the moisture test. The metric and avoirdupois calibrations are available for use whenever needed.

The illustration shows the scale mounted on a special base which has adjusting screws in the legs to obtain a perfect level. On this base also rests the grain pan, quart kettle and filling funnel. The scale is not integral with

the base, from which it may be removed, and the scale may be purchased without the base and other apparatus.

Coming Conventions.

Aug. 18, 19. New York State Hay & Grain Dealers' Ass'n at Syracuse, N. Y.

Aug. 23, 24. National Hay Ass'n at Chicago, Ill.

Aug. 26. The Michigan Hay & Grain Ass'n at Detroit, Mich.

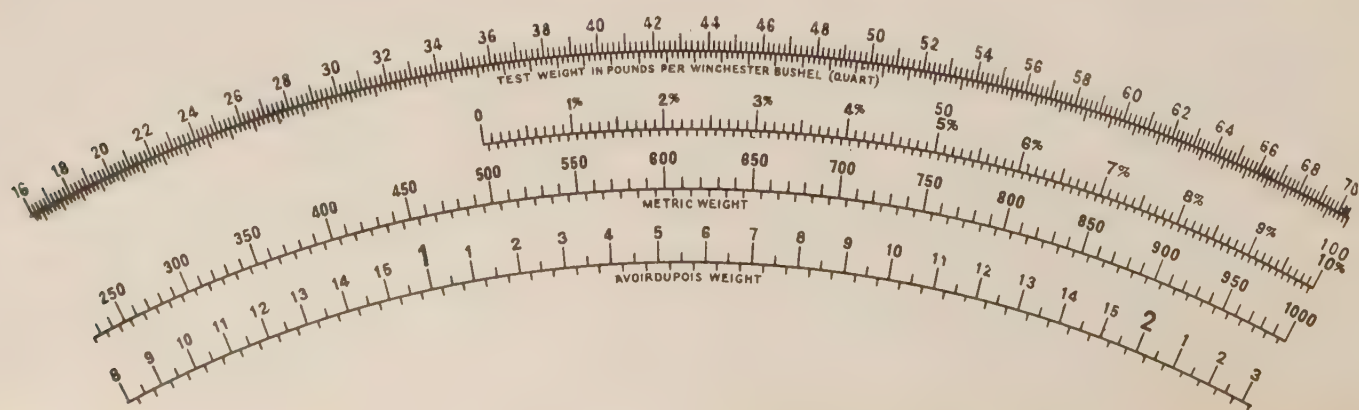
Oct. 3, 4, 5. Grain Dealers National Ass'n at Chicago, Ill.

KANSAS CITY, Mo.—The Tobin Seed Co., successor to the Missouri Seed Co., is now located in its new concrete warehouse on St. Louis Ave. The plant is fully equipped with cleaning and other seed handling machinery and the company will specialize in the handling of Missouri grown blue grass and Kansas grown alfalfa seed.

MINOT, N. D.—Daniel D. Simmons has registered the word "Minota" as his trademark No. 145,723 for use on field seeds.



New Scale for Use in Grading Grain.



Dial Chart Used on New Grain Grading Scale.

Is Static Electricity Dangerous in Mills and Elevators?

By GEO. H. RICE, INSPECTOR HARTFORD FIRE INS. CO.

Static electricity produced by the mechanical equipment of the operating process in mills and elevators has been the cause of many of the dust explosions labeled "from an unknown cause." How often do we read about dust explosion losses and how very seldom do we ever see printed the exact cause. Investigators oftentimes spend weeks prying into the cause or causes of a certain dust explosion loss only to come forth at the end with a report that the cause—or all evidence of the cause—was destroyed and that the explosion was from an unknown cause. Over 90% of the losses investigated and reported upon have been labeled "from an unknown cause." Generally several causes are suspected but in very rare instances has the investigator been able to place his finger upon the exact cause.

Provisions should be made in all mills and elevators where heavy fast moving bolts, machines, etc., are in operation for the control of this dangerous hazard, static electricity. Effective results have already been obtained in many mills by proper grounding methods. Electrical engineers, or even mechanics, engaged in plant operation should give this particular cause their consideration that effective preventive installations may be developed.

As a youngster it was a favorite "stunt" of mine to light the gas by producing static electricity by this "shuffling-on-the-carpet" trick. Seated upon my father's shoulder, I would turn on the gas. My father would step back a few yards, then advance towards the gas fixture shuffling his feet on the carpeted floor. When under the gas fixture he would stop and I would touch very quickly the gas-tip and the "snappy" little spark from the finger would ignite the flowing gas. Once this gas was ignited it would continue to burn as tho it was lighted by a match or an outside heat agent.

If a static spark from a rapidly moving belt or machine can explode a mixture of gas and air or a mixture of gasoline and air, and if a mixture of finely divided dust and air is similar in so many respects to the gaseous mixtures just mentioned before, is it not reasonable to believe that were this same static spark introduced into this mixture of finely divided dust suspended in air, it would produce a like explosion. Many explosions have no doubt been produced this way, but how are we to prove this? How are we to differentiate between explosions from static electricity or from other causes? At the present we have no way to tell—we know that static electricity will produce an explosion of dust and air—knowing this to be a fact, why not, then, guard against this ever present hazard in mills and elevators.

It has been the experience of nearly every grain elevator or mill operator during periods of low humidity and drought to find that static electricity is present on nearly all the metallic parts of the several machines, shafts and pulleys. Frequently the employees about the plant discover it from time to time in the various parts of the plant. The oiler finds that his can gets a shock as he brings it near the bearing in the process of oiling. Still another employee finds that when he passes beneath the belt operating some rapidly moving line-shaft or piece of machinery his hair rises and upon approaching more closely he experiences a prickly sensation. Often times a blue haze plays between the pulley and the belt at the point where the belt leaves the pulley and again sparks are seen to fly from moving parts of machines to nearby railings, water pipes and radiators.

Herein lies a great danger. An extremely dangerous condition is ever present where this phenomenon is allowed to exist. The presence of this "blue-haze" or "snappy blue spark"

emanating from the several machines and belts, in the ever present dusty atmosphere of the mills and elevators offers the greatest possibility of a dust explosion and fire loss. This phenomenon offers a hazard not less dangerous than the open flame or the electric spark from the open type of brush motors. It is possible for static electricity spark to readily ignite the finely divided dust ever in suspension in the atmosphere, thus producing an explosion which in turn oftentimes causes total loss not only by destruction but oftentimes by fire that follows. Oftentimes it takes its toll of human life.

To eliminate static electricity ground the machines, shafts and pulleys emitting electricity. Connect all metal parts of the machines by No. 10 insulated copper wire. Run at least three insulated wires and put in No. 14 to underground water pipes, or if this is not possible, to rods driven 4 to 5 feet or more into the ground, being sure that these rods at all times are in permanently moist ground. Remove the insulation from the wire and scrape bright the bared metal at the point of contact of the machines. The contacts must be made as tight as possible and wherever possible brush contacts should be used rather than connections made to the journal box. Solder all connections to the grounding rods or to the water pipes. Any static electricity now created on or in the machines, shafts or pulleys will be immediately and effectively grounded thru these grounding contacts and thus dissipated to such an extent as to be quite harmless in the most dusty or gaseous atmospheres.

AGRICULTURAL reports continue to speak favorably of our wheat crop; on the other hand there is no doubt that spring cereals and fodder crops have suffered considerably from the dry spell, but still it cannot be said that reports are very pessimistic. Good progress has been made with the ingathering of hay, and it seems likely that the whole crop will be secured in splendid condition. The capacity of native wheat on interior markets has become acute.—*Corn Trade News*, Liverpool.

Another Poorly Constructed Elevator.

Travelers over the Illinois Central in Northwestern Iowa probably have observed at Quimby, Ia., a big, round tile structure, coated with tar to keep out the rain and snow. Neither the owners or the builders expected that it would be necessary to place anything over the tile, but carelessness on the part of the tile setters produced leaking walls.

Tho its construction was apparently completed some time ago it is not yet in satisfactory operation, as there has been trouble getting the grain to and from the automatic scale. This seems to be due to the design in that it is virtually a silo within a silo, and the elevator leg is not placed centrally, but to one side, making it difficult to feed wet or chaffy grain so as to reach the cups.

The house was not improved by the poor workmanship of the tile setters, who set the blocks so that they overlaid. Water leaked thru the joints, and the black coating seen on the outside is a vain attempt to waterproof the walls.

The house contains three overhead bins, with the wood floor and wood bin bottoms and all steel beams exposed to fire. If the interior caught fire the building would be a total loss.

When it is considered how impracticable and unsafe such a house is it seems strange that anyone could be persuaded to invest money in one. The reason appears to lie in the favorable experience dairy farmers have had in keeping corn silage in small tile tanks. They argue that if tile is a good material for preserving cow-feed, why not for grain storage. The plant described was erected for a farmers' elevator company. An experienced grain dealer who understands the great need of a large number of different bins to keep the different kinds of grain and grades separate for most profitable marketing never would build an elevator according to plans given free with the purchase of material.

TO CUT EXPENSES the British government has moved to abolish the guaranty of minimum prices for wheat and oats and to reduce the benefits from its "Unemployment Insurance."



Poorly Constructed Elevator at Quimby, Ia.

Seeds

MANITOWOC, WIS.—William Gaterman has retired as a member of the Rugowski Seed Co.

LONG BEACH, CAL.—The Southern California Seed & Fuel Co.'s business has been purchased by F. B. Shanks.

WICHITA, KAN.—June receipts of kafir amounted to 7,000 bus., compared with receipts last June of 82,000 bus.

SAN FRANCISCO, CALIF.—The Sherwood Seed Co. specializes in the growing and the handling of garden seeds exclusively.

DUNLAP, MO.—No one that I know of in this section of the county has cut any timothy or clover for seed this year.—S. Walker.

EATON RAPIDS, MICH.—The elevator of the Abrams Seed Co. burned to the ground on July 30. The elevator will be rebuilt at once.

DUNKIRK, N. Y.—Dave and Reuben Wright are continuing the business of the Dunkirk Seed Co. Pres. Geo. W. Wright died recently.

CHATHAM, ONT.—One of the elevators of the Rennie Seed Co. burned recently. Damage to the equipment and stock was estimated at \$75,000.

BEAVER DAM, WIS.—Our timothy seed crop is light. Red clover is in full bloom and considerable of it will be left for seed. The new seeding mostly dried out in this part of the state.—H. E. Krueger.

ELIZABETH, N. C.—The soy bean and corn acreage in this section is large this year, and we have promises of an excellent crop. The other grain crops are not of much importance in this locality.—Buxton White.

BEAVER DAM, WIS.—H. E. Krueger, mgr. of the Morning Star Seed Farms, is distributing a four-page pamphlet containing pictures and legends to show how pure seed crops are grown around Beaver Dam.

USE THE BEST seed wheat obtainable is the advice of the department of agronomy, Nebraska University, to the farmers of the state. Many fields of wheat in the state have been certified by the department so far this season.

CONCORDIA, KAN.—The alfalfa seed crop in this section is short largely on account of the grasshoppers and the wet weather. Unless there is better weather from now on there will be practically no alfalfa seed produced.—Bowman Seed Co.

AN ORGANIZATION called the Western South Dakota Alfalfa Seed Growers Ass'n has selected Nick Caspers of Rapid City, S. D., as its pres. and R. L. Cheney of Milesville as its vice pres. The Ass'n has voted to make its sales directly to farmers and farm ass'ns.

Imports and Exports of Seeds.

June imports and exports of seeds, compared with June, 1920, and for the 12 months ending June were reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.		12 mos. ending June	
	1921.	1920.	1921.	1920.
Beans and lentils, bus. . .	11,212	265,311	823,837	3,805,614
Caster beans, bus.	18,914	214,145	660,215	1,416,328
Flaxseed, bus.	889,583	2,312,742	16,170,145	23,391,934
Red clover, lbs.	1,926,259	286,620	14,514,868	18,172,438
Other clovers, lbs.	2,438,949	599,508	17,739,838	21,760,463
Other grass seeds, lbs.	1,067,177	626,453	9,506,728	30,352,698
Peas, bus.	53,455	203,167	1,560,452	1,612,667
Sugar beet seeds, lbs.	520,510	1,253,674	19,906,906	19,338,012
EXPORTS.				
Beans, bus.	143,990	108,322	1,215,527	1,992,813
Flaxseed, bus.	26	92	1,481	24,044
Other grass seeds, lbs.	5,047	8,378	5,419,838	5,061,792
Timothy, lbs.	38,429	355,574	5,407,616	4,049,418
Peas, bus.	3,880	25,106	165,270	342,550

SOVIET RUSSIA has been purchasing flaxseed from the Letvian, government in large quantities, according to Trade Commissioner Groves. Previous to the shipping of the seed the purchasers have deposited the purchase price with Swedish banks.

EVANSVILLE, IND.—The Purcell Seed Co. has moved to new quarters in the Vulcan Building. The seed store occupies the entire first floor. Guy M. Purcell, mgr. says the company contemplates the installation of new seed cleaning machinery soon.—C.

TOLEDO, O.—The first shipment of new crop timothy seed arrived July 27. Last year the first receipts came on Aug. 3 and two years ago they came on Aug. 26. The first shipment this year came from some point in Ohio and graded N. E. G., hulled and dirt.

THE FORDNEY TARIFF BILL was sent to the Senate on July 22 after having passed the House with many changes from the originally prepared bill. As the bill stands before the Senate Finance Com'ttee the duties on the various seeds are the same as those shown on page 59 of the Journal of July 10, 1921.

EVANSVILLE, IND.—Attorneys filed a petition in the Vanderburg county probate court Aug. 3, asking permission to file suit for the Ft. Dearborn National Bank, Chicago, for \$80,000 in warehouse receipts against W. H. Small & Co., bankrupt. The judge of the probate court recently set the date for the last chance to file against the company as July 19.—C.

TOLEDO, O.—Upward swings in timothy do not seem to hold. Advances bring out increased offerings, most of which are hedging sales against the new crop. There is good fresh investment demand on breaks. Some feel friendly to timothy at present levels. Think it low enough compared with clover and alsike. Also good spot demand for timothy.—Southworth & Co.

CLARINDA, IA.—The A. A. Berry Seed Co.'s plant was damaged \$200,000 by fire on July 22. Approximately \$75,000 of the loss was on the buildings and the remainder was on the stocks of seed and grain. The fire started from an unknown cause in the top of the elevator shaft in one of the central buildings. Of the plans of the company in the future J. F. Sinn, sec'y, writes as follows under date of Aug. 3: "We have our insurance adjusted and expect to start building within a very short time." Business in the meantime is being carried on as usual.

MINNEAPOLIS, MINN.—The Archer Daniels Linseed Co. summarizes the flaxseed situation as follows: "Shipments of flaxseed from the Argentine for the week ending July 30 amounted to 2,033,000 bus. Of these shipments only 179,000 bus. are coming to this country. Our local market on July 30, where cash seed was bringing 2 cents over the September, indicates the light stocks in the mills and the need to purchase seed in order to keep running. There are liberal stocks in the public elevators, but the quality of the seed does not make it attractive."

FOR CERTIFICATION AS PURE SEED the Ames, Ia., Agricultural Experiment Station has inspected 7,598 acres of growing grain this season. Of this acreage 4,083 acres passed the first inspection and will be eligible for a second inspection after it is threshed. To be certified grain must contain not to exceed one-fourth of one per cent of other varieties of the same kind of grain, must be entirely free from all foreign grains and certain weeds and must contain not more than an incidental amount of any kind of weeds. The grain passed by the inspectors included 3,769 acres of Iowa oats. Of Iowa 103 oats 447 acres were tested, but only forty-four passed. Twenty-three out of thirty-four acres of Iowa 105 were passed, and a few acres of Silvermine and Green Russian. Out of 250 acres of Kanred wheat 180 passed.

SHELANDOAH, IA.—J. B. Armstrong, long in the seed business at this city with his two sons and well known for his extensive experiments on "Early Rose Corn," passed away recently at Chelsea, Mich. The present business of the May Seed & Nursery Co. is an outgrowth of the business started by Mr. Armstrong 50 years ago. Mr. Armstrong was 90 years old and is survived by two daughters and one son.

SHELburne, ONT.—We are building at present a new seed elevator at Shelburne. The new premises will be fixed up with all the latest cleaning mills so that we will be in a position to handle all kinds of seeds in larger quantities than we have been doing in the past. We are putting in one of the large Monitor Seed Cleaning Mills in addition to two Clipper Mills we had in the old plant.—H. White & Co., Ltd., per H. White.

SHINROCK, O., Aug. 2.—A farmer in this section reaped 35½ bus. of wheat per acre, which is the best we have had. Nothing else went above 27 bus. to the acre and the average was between 18 and 20 bus. to the acre. We put out about 500 bus. of Gladden wheat, the kind recommended by the Ohio State Department of Agriculture. None of the fields of wheat grown from this Gladden seed graded below No. 2.—Roy G. Arndt, mgr. Shinrock Elevator & Supply Co.

TOLEDO, O.—The coming clover crop will be short. Drought has been severe. Indiana appears to have suffered the most. Ohio and Illinois have complained in spots. Michigan appears fair. Wisconsin dealers are mostly cheerful. Far West has had little trouble. Europe has suffered from drought and crop will probably be short. They need money, however, and will export all possible. Will present prices prove attractive to them? It would seem so. Clover seed is on debatable ground; corn, oats, and wheat continue to break. Will clover escape?—C. A. King & Co.

ENCOURAGING THE USE of the best seed wheat, sec'y of the Ohio Millers Ass'n sends the following message to the millers of Ohio: The time is approaching when the farmer is getting ready to put out the next crop of winter wheat, and will be looking about for seed wheat. Every miller should make it a point to help the farmer in the selection of the variety of wheat adaptable to the soil in his territory. The fewer varieties the better. Every miller appreciates that he can make a better flour if the wheat is of the same variety. You should help him find the seed wheat wanted, and if you have any seed wheat, exchange with him for his wheat, on even basis, or get it for him and sell to him without profit. It is bread cast upon the waters that will return many fold after many days.

Seed Movement in July.

Receipts and shipments of seed at the various markets during July, compared with July, 1920, were as follows:

	Receipts.		Shipments.	
	1921.	1920.	1921.	1920.
FLAXSEED.				
Chicago, bus.	124,000	.....	.....	.....
Duluth, bus.	657,621	725,407	982,815	535,491
Ft. William, bus.	506,659	357,180	336,575	116,488
Milwaukee, bus.	68,800	299,168	3,522	4,116
Minneapolis, bus.	343,000	552,000	113,800	31,460
New York, bus.	280,512	.....	.....	.....
Montreal	28,375	3,475	.....	.....
CLOVER.				
Chicago, lbs.	84,000	.....	269,000	.....
Milwaukee, lbs.	8,650	590	196,495	211,100
New York, bags.	417	.....	137	.....
TIMOTHY.				
Chicago, lbs.	579,000	.....	1,001,000	.....
Milwaukee, lbs.	60,000	120,000	53,600	30,000
OTHER GRASS SEEDS.				
Chicago, lbs.	361,000	.....	1,290,000	.....
KAFIR AND MILO.				
Kansas City, bus.	234,300	767,800	335,000	325,000
Los Angeles, bus.	37	285	.....	.....
St. Joseph, bus.	6,000	.....	.....	.....
Wichita . . . . .	.....	55,000	.....	55,000

OF THE TOTAL CLOVER seed imported into the United States during June amounting to 4,365,208 bus. approximately 55 percent came from France, 17 percent from Canada, none from Italy, while the remainder came from all the other countries. Of the total June flax seed imports of 880,583 bus. approximately 54 per cent came from Argentine, 16 percent from Canada and the remainder from other countries.

DELTA, UTAH.—The J. G. Peppard Seed Co. of Kansas City, Mo., plans the establishment of a seed testing laboratory and a seed cleaning plant at this city in the near future. The company has already established a field service in Millard County in charge of H. E. Bagnell. The object is to supervise the growing of alfalfa seed from planting to harvest. J. L. Peppard who has just returned from an extensive trip thru the alfalfa seed lands around Delta said: In reaching a decision to establish a western headquarters at Delta we took into consideration the big saving in freight rates because we will not have to pay freight on the cleanings and the unmarketable seed.

TOLEDO, O.—Alsike attracts but little attention. The market is higher than week ago but trade so small, prices change rapidly on a 50-bag order. Little news sifted in that would change sentiment. It's the talk, crop is fairly large even though quality inferior. Has not moved freely as yet. Most samples received here show badly mixed with other seeds. Perhaps the bids for the low grades not attractive with prime and the futures quoted at such big premiums. With average prices on the off grades ranging from \$7 to \$9, don't look attractive with prime quoted at \$11.50. The new stuff must compete with the old carried over. Latter fairly liberal.—J. F. Zahm & Co.

Forage Plant Seed Imports for July.

Imports of forage plant seeds into the United States during July were reported by the Seed Laboratory Bureau of Plant Industry, U. S. Dept. of Agriculture in pounds as follows:

Alfalfa, 89,200; blue grass, Canada, 1,000; alsike clover, 17,800; crimson clover, 198,200; red clover, 744,500; white clover, 133,600; millet, none; mixtures of grass seeds, 40,000; rape, 38,500; rye grass, English, 16,300; rye grass, Italian, 13,800; timothy, 89,200; vetch, hairy, 108,400; compared with imports during July, 1920, of alfalfa, 127,400; Canada blue grass, none; alsike clover, 2,800; crimson clover, 297,900; red clover, 90,600; white clover, none; millet, 1,000; grass mixture, none; rape, none; rye grass, English, 66,100; rye grass, Italian, 44,000 timothy, none; vetch, hairy, 194,000.

Adulteration and Misbranding.

Under the Food and Drugs Act the following judgments were recently rendered in the U. S. District Courts for the Bureau of Chemistry:

The Imperial Cotto Sales Co., Chicago, Ill., was alleged to have shipped cottonseed cake that was labeled 41% protein whereas it contained but 40.38% protein. Also the packages of the cake were not plainly marked with the contents. Pleaded guilty, fined \$100.

The Sutherland Flour Mills Co., Cairo, Ill., shipped feed into Kentucky which was labeled protein 13.25%; fat 3.5% and fiber 12.5%, whereas the feed contained 1.65% fat, 16.13% crude fiber and 8.53% protein. Fined \$75.

The Commonwealth Cotton Oil Co., Cushing, Okla., labeled cottonseed meal 43% cottonseed meal and cake. Analysis showed 37.17% protein. Fined \$100.

The Sutherland Flour Mills Co., Cairo, Ill., labeled a mixture of flour, reground wheat bran and screenings "wheat shorts from wheat products and ground screenings." Pleaded guilty, fined \$100.

From the Seed Trade.

SHERMAN, TEX.—Considerable tonnages of sudan grass seed of 1920 crop are being carried over, but so far as we know that is the only item in which speculation of any considerable kind is under way. This section has had far too much rain throughout the season and perhaps a good portion of the southwest will make this same complaint. Results, therefore, are very problematical.—Dick O'Bannon, pres. Pittman & Harrison Co.

SHELBOURNE, ONT.—As far as we can make out the alsike clover in this section will be about the same as last year as regards quantity, but the quality we fear will not be very good owing to the extreme hot wave that passed over here in the early part of July. It is a little early yet to say just what the red clover will do. The extreme heat has affected the hay crop and in parts of the country farmers are using it for pasture and some are cutting it down, which they intended to keep for seed.—H. White & Co., Ltd., per H. White.

LINDSBORG, KAN.—Will say that it looks like the alfalfa seed crop this year is going to be rather late, as most of the second crop alfalfa, which usually is left for seed, has been cut for hay on account of the shortage in forage crops. The weather has been very dry in most of the alfalfa territory the last month, and the third crop is very slow in starting. If it would rain during the next few days we feel that the third crop would have plenty of time to make a growth and make a seed crop as we still have six or eight weeks before we need fear frost. Therefore, at this time it is very much guess work in regard to the Kansas seed crop, and we are looking for a considerably shorter seed crop than last year.—Lindsborg Seed Co.

YUMA, ARIZ.—Our alfalfa seed harvest is now under way and what seed has been received to date is of high quality, being free from weed seeds and very bright in color. If we do not experience any rain during the harvest we will have one of the best crops in the history of the valley. A large percentage of our acreage is now in hairy Peruvian alfalfa, a variety especially adapted for the south and southwest. Some of the merits of this strain are that it produces more hay per season, recovers more quickly after each cutting and grows at a temperature that common ceases. We urge the farmers of the southwest to look into this matter, as we feel sure it will be profitable to grow this seed in the territory stated above.—Delta Seed & Feed Co., per J. C. Eichenauer, mgr.

SACRAMENTO, CALIF.—Last year our output was about 75 cars. While conditions are not quite so favorable for as good a yield as last year, nevertheless the production may be as great as the price of hay, being cheap, farmers will let crops go to seed where seed conditions are favorable, while last year they cut for hay. On the other hand, the seed law, which goes into effect next month, will make it almost impossible to dispose of alfalfa seed containing dodder and other obnoxious weed seeds. This will either make it necessary for the farmers to clean their fields before threshing or cut for hay. At the present time there is no fancy seed on hand, but there are a few cars of low grade seed carried over. Arizona is now offering in this district new crop alfalfa seed and we understand their conditions are favorable for a normal to a good crop. The farmers still have on hand a few cars of fancy sudan grass seed and we do not believe there will be much of this seed saved this year, as it does not pay at present prices. Garden seed such as beet, carrot, onion, mangel-wurzel and sugar beet seed represent a very small acreage this year when compared with previous three or four years and the yield will be much lighter than in some years. The acreage devoted to

garden peas in California is much smaller than the last two or three years and is almost a complete failure due to aphids.—The William A. Ward Seed Co.

Conference on Wheat Discounts.

Pres. J. D. Mead and Sec'y E. J. Smiley of the Kansas Grain Dealers Ass'n held a conference July 26 with the exporters at Kansas City, representing the Barnes-Piazzek Grain Co., Terminal Elevators Co., Armour Grain Co., Hall-Baker Grain Co., Simonds-Shields-Lonsdale Grain Co., and the Frisco Elevators Co. with a view to having the excessive discounts on the lower grades of wheat reduced.

Mr. Smiley asked Mr. Piazzek if it were not a fact that wheat of the No. 3 grade was selling on the Exchange floor at Kansas City for the same, and in some instances for more money than wheat grading Nos. 1 and 2. He admitted that this was the case. Other exporters present also admitted that they were buying wheat grading Nos. 3, 4 and 5 at from 4c to 8c a bushel only below the price prevailing for No. 1. They made the further statement that they were unable to sell any No. 1 wheat but were making bids on basis of No. 1.

The exporters laid great stress on the thought that the farmers who did not grow No. 1 or No. 2 wheat should be heavily penalized.

It was charged that if the exporters returned to the old export scale the country elevator operators would continue buying on the government scale and pocket the difference, not giving the farmers the benefit. Mr. Smiley challenged the statement and demanded that exporter name the station where excessive margin of profit was taken.

Altho nothing was accomplished by the conference, a number of elevator companies have since advised Mr. Smiley that it will be agreeable to receive bids on the basis of No. 2.

In a circular letter to members of the Kansas Grain Dealers' Ass'n Aug. 3 Mr Smiley writes:

Please don't think that we have given up the fight. While their treatment was a very great disappointment and surprise to the representatives of the Kansas Grain Dealers Ass'n, we are all the more determined to keep up this fight until we have secured a fair and reasonable discount between grades. We will ask every member of this Ass'n receiving this bulletin to explain to his farmer friends that an effort is being made by the Kansas Grain Dealers Ass'n, as well as the Missouri Grain Dealers Ass'n, and the prominent millers of this state, to have the exporters who handle the surplus wheat reduce or revise the present rate of discounts.

Mr. Dorsey, sec'y of the Texas Grain Dealers Ass'n, writes us complimenting us on the stand we are taking, and assures us that we may depend upon the moral support of the Texas Ass'n in having the present discounts revised.

Farmers Finance Corporation Unlawful in Indiana.

To protect the public against crooked promoters who would get the money of the public for stock while retaining control of corporations for themselves the statutes of Indiana wisely provide that the preferred stock of a corporation can not be more than double the common stock.

The Farmers Finance Corporation applied to the Indiana Securities Commission for leave to sell \$750,000 of preferred stock in the state, but was denied permission under the foregoing law, as it has only 21 shares of common stock of no par value, against \$100,000,000 off preferred stock. This corporation was to work in connection with the U. S. Grain Growers, Inc. The Securities Commission of Indiana is composed of the attorney-general, the treasurer and the secretary of state, each elected by the people.

Sec'y of State Jackson said: "There also were other objections which we could not waive, under the law."

Feedstuffs

LACLEDE, MO.—E. T. Jones contemplates the installation of a feed mill.

TORONTO, ONT.—The Watt Milling & Feed Co. is now located in its new building.

WARREN, O.—The Wadsworth Feed Co. has increased its capital stock to \$100,000.

LOWELL, NEB.—The Lowell Alfalfa Meal Mill has been purchased by W. R. Sheldon.

CORBIN, KY.—The Bryant Feed Co. has been succeeded by H. Calloway of Loudon, Tenn.

PHILMONT, N. Y.—William Wilson is now operating the feed business of the late Fred Moore.

GREENSBURG, PA.—The feed mill under construction for V. McQuiston is rapidly nearing completion.

BRADDOCK, PA.—The Braddock Feed and Supply House is now located in new and larger quarters.

RATES ON BLACKSTRAP from New Orleans, La., to Minneapolis, Minn., are not unreasonable.—I. C. C. 469.

FAIRFAX, MO.—F. B. Wright will install a new feed mill about Sept. 1. Work will be done by Sprout, Waldron & Co.

MEMPHIS, TENN.—C. L. Montgomery has registered a star design as his trade mark No. 145,027 for use on cottonseed meal.

NEOSHA FALLS, KAN.—F. M. Tenny & Son have started grinding feed in their new feed mill. Later flour will also be milled.

MINNEAPOLIS, MINN.—William E. Culbert, pres. and manager of the Culbert Milling Co., passed away recently at the age of 43.

OMAHA, NEB.—The M. C. Peters Mill Co. has registered the figure "24" as its trade mark No. 146,138 for use on dairy feeds.

TO MANUFACTURE rice products the American Rice Products Co. has been incorporated for \$5,000,000 under the laws of Delaware.

NEW GLARUS, WIS.—H. T. Freitag, Henry Hefty and Peter Hefty have formed the Freitag and Hefty Co. to engage in the feed business.

CHICAGO, ILL.—William J. McKay has registered a design of the phrase "Full of Eggs" as his trade mark No. 146,324 for use on poultry feeds.

WAUSAU, WIS.—The Thornton Feed & Grain Co. has been organized with a capital stock of \$10,000 by K. F. Zuelsdorf, F. A. Draper and others.

OLYMPIA, WASH.—The Brewer Feed Co. has made several improvements to its plant, including the erection of several bins for the storing of grain in bulk.

NORTH MANCHESTER, IND.—J. W. Strauss & Son have enlarged the capacity of their feed plant by the installation of new grinding machinery and new bins.

CHICAGO, ILL.—The Oelrich & Berry Co. has registered the word "Nulife" as its trade mark No. 141,601 for use on cane molasses for stock feeding purposes.

PATRIOT, IND.—E. S. Ellerman has purchased the mill of Buddenbrunk Bros. and will remodel it with new machinery for the manufacture of feeds and flour.

PRESHO, S. D.—An elevator has been leased by A. A. Truax and George Townsend who will convert it into a feed mill. They will engage in the manufacture of commercial feeds.

LOUISVILLE, KY.—The recently incorporated Rapier Sugar Feed Co. has a capital stock of \$200,000 and will manufacture a complete line of stock and poultry feeds. The incorporators are J. L., G. N., and W. F. Rapier.

GALT, MO.—I am not engaged in the grain business at present but will probably build a feed mill here this fall. Will need a corn sheller and feed mill then.—J. C. Keith.

MISSOULA, MONT.—The Ravalli Feed and Cereal Mills has resumed operations after having been running on part time. Most of the old employees have been put back to work.

OKLAHOMA CITY, OKLA.—The Stockyards Milling Co.'s plant has been remodeled and is now in operation under the management of John E. White. Chicken feed, meal and flour will be milled.

THE TARIFF on molasses used in the manufacture of feed is opposed by the feed dealers of Illinois and Wisconsin on the ground that it will materially increase the cost of manufacturing feed.

BUFFALO, N. Y.—The Consolidated Grange League Federation is planning on erecting a new warehouse to replace the one destroyed by fire. Plans have already been drawn for a building to cost \$15,000.

TURLOCK, CALIF.—The Turlock Merchants and Growers have installed a mill and are now rolling barley for shipment. Heretofore all the barley raised in this district was shipped to coast points for milling.

DES MOINES, IA.—For use as its trade mark on prepared stock feeds the Capitol Products Co. has registered as its trademark No. 134,428, a semicircular design containing the words "Prolac Re-enforced Buttermilk."

IF REPORTS ARE TRUE that the supply of cattle in Germany is ample Germany should be importing feed grain as before the war or at the rate of 200,000,000 bus. per year. Before the war these grains came from Russia.

THE FEED COM'ITE of the Grain Dealers National is to have a meeting during the coming national convention with com'ites representing the Millers National Federation and the American Feed Manufacturers Ass'n.

PASADENA, CAL.—The Ambler Grain & Milling Co. is now located in its new building and will specialize in the manufacture of feeds for stock and poultry. New grinding, cleaning and hulling machinery have been installed.

FEED DEALERS should encourage the farmer to buy his feed in bulk. Large lots can be handled much cheaper and on a smaller margin.—F. G. Swoboda, Plymouth, Wis., in an address before the Wis.-Ill. Feed Dealers Ass'n.

H.-O., the trademark in use since 1888 by the H.-O. Cereal Co. of Buffalo, N. Y., on its animal, bird and poultry feeds, was recently registered by the company with the U. S. Patent office as its trademark No. 147,666.

WEST HARRISON, O.—The Harrison Milling Co. which recently purchased a building here has been incorporated with a capital stock of \$45,000 by F. H. Riddinger, J. P. Carter and others. The company will manufacture feeds and handle grain.

WOOSTER, O.—We are installing a one hundred ton, motor driven mixing mill. Mr. Neal, formerly with the McMillen Co. at Fort Wayne, Ind., will have charge of the feed manufacturing end of the business.—The Wooster Grain & Seed Co.

HAMILTON, O.—The Dixie Feed, Flour & Fuel Co. has been incorporated with a capital stock of \$150,000 and will engage in the feed and flour business in this city. Incorporators are L. C. Seward, Charles Lamm, M. P. Lintner, W. W. Vinnedge and others.

ROANOKE, VA.—To increase their milling capacity of stock, dairy and chicken feeds the Roanoke City Mills will build a fireproof addition to its plant which will cost close to \$100,000. The addition will be completed by Nov. 1 and will make it one of the largest feed mills in the southeast.

RACINE, WIS.—The Belle City Milling Co. has been incorporated with a capital stock of \$25,000 by Nathan Halbert, Albert Halbert and Edward Davidson of Racine. The company owns and operates a feed mill and an elevator along the Northwestern tracks.

INDIANAPOLIS, IND.—J. C. Consodine, for many years manager of the Indianapolis branch of the Washburn-Crosby Co., has resigned his position to enter the feed brokerage business on his own account. Offices will be maintained in the Merchants Bank Building.

SIOUX CITY, IA.—A default judgment amounting to \$87,579 has been entered against G. P. Johnson, former agent of the bankrupt Alfalfa & Cereal Milling Co. in favor of the receiver of the concern. Mr. Johnson is under a 15-year sentence to the penitentiary, but at present is out on bail, pending the outcome of his appeal to the Supreme Court.

AUBURN, WASH.—The Smith Feed Co., Inc., completed its new feed mill. The new machinery includes a mixer, a corn cracker, a fanning mill and a direct drive, twin motor, attrition mill. The plant will have a capacity of forty tons of feed per day. Being located on the N. P. and G. N. the mill has excellent shipping facilities. The company was incorporated for \$12,000 by Alonzo Smith, C. E. Ratcliffe and H. D. Walters.

SPOKANE, WASH.—The Boyd-Conice Co. is building a warehouse and feed mill that will cost \$30,000. The warehouse will front for 136 feet along the tracks of the O. W. R. & N. It will be one story high without basement, will have a cement floor and will be built of 12-inch tile. The feed mill will adjoin the warehouse and will be 32 by 40 ft. and two stories high. Above the mill will be a wooden cribbed elevator which will have a capacity of 30,000 bus.

ST. LOUIS, MO.—The Temtor Corn & Fruit Products Co. has registered as its trademarks No. 146,043 to 146,047 inclusive, the following: The word "Bully" for use on sweet feeds; the phrase "Hy-Bred" for use on stock feed; the phrase "Jersey Queen" for use on dairy feed; the phrase "Sweetening Loaf" for use on a fattening feed for stock; and the phrase "Jenny Linn" for use on a mule feed. Most of these distinctive names have been in use by this company since 1916.

OSWEGO, N. Y.—The Ontario Milling Co., Inc., a new \$100,000 company, has taken over the patent rights, copyrights and much of the machinery of the old Oswego Milling Co. of this city. About Sept. 1 it will begin the manufacture of poultry and feed in new quarters in the Denney Building. For a time the output will be limited. One-third will be sold locally, one-third will be sold to the Coles Co. of Middletown, Conn., and the other third will be sold for shipment elsewhere. About 20 cars of feed per week will be manufactured at the start.

MEAL AND FLOUR SACKS in use after Jan. 1, 1922, will have to comply with certain specifications prescribed by the Consolidated Classification Com'ite. In a warning to dealers who are about to purchase sacks A. P. Husband, sec'y, Millers National Federation, says: "All cloth sacks containing 24 lbs. or over must comply with certain specifications as to test and cut of cloth and must bear a guaranty stamp to this effect. While sack manufacturers assure us that practically all sacks used at the present time comply with the new regulations, it is important that when ordering sacks you specify to your sack manufacturers that sacks shall comply with the new regulations and that each sack shall have the necessary guaranty stamp. Under the new rules the mills can either guarantee the sacks themselves or have the manufacturers do so." Mr. Husband says that the failure of sacks to meet the prescribed requirements may result in a higher freight rate.

Mutual Millers and Feed Dealers Hold Successful Meeting.

The seventh annual convention of the Mutual Millers' and Feed Dealers' Ass'n was held again this year at Jamestown, N. Y., and nearly 200 dealers were present.

After the Ass'n had been welcomed to the city by the mayor of Jamestown Sec'y E. C. Kessler, Jamestown, N. Y., delivered his annual address stating that the Ass'n had grown so that it now includes 153 dealers all paid up. Of some of the problems that have been confronting the dealers of late and of business conditions in the east, he said:

In a brief way I wish to outline conditions that have prevailed in the feed and grain trade. One year ago bran, in a wholesale way in car lots, was selling at \$60 per ton, corn \$2.25 per bu., oats \$1.25 per bu., and other feeds in proportion. Farmers were free buyers of feed at the extraordinary high prices, for they had a good market for milk at satisfactory prices, and received their payments regularly. Feed merchants, anticipating a normal business, were carrying full stocks of feed to supply their trade through the late summer and fall months. However, this demand was not experienced for the following reasons:

Pasturage remained excellent, farmers throughout the east harvested the largest crop of oats ever known, and about Oct. 1 the milk producers, thru the Dairymen's league, refused to accept the price offered by the buyers of milk, with the result that practically all condenseries in the east were closed. Milk production was heavily curtailed and dealers had practically no sale for feeds. Stocks that should have been sold in 60 days were sold out six months later at losses of from \$10 to \$30 per ton. Profits made during the advancing market of war times vanished completely.

Added to this most radical decline ever known in the feed and grain trade, much effort has been put forward by agitators, usually in the employ of the state department or farm bureaus, to eliminate both the wholesale and retail dealers. This movement, in its early stages, gave our members considerable concern. However, time is proving that their methods are clumsy and inefficient, and they are not able to compete, either in a wholesale or retail way, as to quality, prices, and particularly service rendered.

During the past year the Farmers' Union of Maine failed with no assets to speak of. Another large eastern organization escaped only by shifting its losses to its local members.

When a man is using his own money he will be twice as industrious, and usually successful, and if he wants to enlarge his business he can secure the capital of other investors who approve of his record and ability.

The retail feed dealer is a necessity. The past year has demonstrated this, and farmers are awakening to the fact. The future for the industry looks bright, and it is my opinion the feed and grain industry, as a whole, will recover from this business depression much sooner than other lines of business.

Our Ass'n is affiliated with the Eastern Federation of Feed Merchants. Thru their efficient organization much good work has been accomplished. In the grain growing states of the west the G. D. N. A. is planning a wonderful educational campaign to combat the socialistic efforts of the United Grain Growers Inc. and your sec'y recommends that your Ass'n consider the matter of affiliating with the G. D. N. A.

"Where Will the Co-operative Purchasing Movement End?" was the subject of an interesting address delivered by Austin Carpenter, a Buffalo distributor.

The speaker told of the co-operative organization of eastern feed dealers for the purpose of pooling their feed purchases. He said: "Believe me, if it is all right for the retail feed merchant to go into the pooling co-operative purchasing idea, then it is all right for the farmer to follow the same practices and if we

are going to join that kind of a movement, we have to stop kicking."

The Credit Problems of the Feed Dealer was the subject covered by L. S. Warner of Niobe, N. Y., who urged the dealers to get their business on a cash basis. Other dealers present told how they had benefited from getting away from the credit method of doing business.

An encouraging address was delivered by L. F. Brown, Chicago, sec'y of the American Feed Manufacturers' Ass'n. He said:

There is nothing basically wrong with the feed industry today. The industry is just as much an economic necessity today as it ever was. There have been bright spots in the industry, and there will be bright spots again. Civilization, finance and industry have not gone out of existence.

The universe is going on and will continue to go on just as it always has. We will have to adjust ourselves to new conditions and then we will "carry on" as heretofore.

If the world today was to sit down and attempt to analyze the situation and look for the cause of the present depression, I imagine it might reach a conclusion that the world had over-specified, that perhaps we have over-extended our liabilities. Did we slacken down in effort? Lower our efficiency and waste our surplus in riotous living?

Maybe prices were driven to not only dangerous but to vicious levels. It is possible that we may have lost some of our moral and business balance.

If so we must suffer a period of duress and punishment and not until we rebuild our virtues of hard work, frugal living, more saving and sober conduct will we find the way out. The resistance of a few groups of manufacturers or dealers to adjust prices to proper levels, the refusal of groups of workers to adjust their wages to the decreasing cost of living and greater still to realize the necessity for performing an honest day's work for an honest wage and the refusal of some to curtail extravagance are all contributing to our undoing and delaying the return of normal times and business conditions. I believe in the good judgment, and the hard common sense of the vast majority of the American people and that most of them have cheerfully accepted the inevitable.

No one who knows a single decade of American history can be gloomy over the certainty of our rapid recovery and our progress to prosperity.

Now is the time for optimism and determination, but remember, optimism and determination are only another way of saying work and hard work and the sooner we all learn this stubborn fact the better it will be for us.

One of the resolutions adopted condemned organized buying as practiced by some retailers.

Officers chosen for the coming year follow: Pres. James H. Gray, Springfield, N. Y.; vice pres. R. B. Mulkie, Union City, Pa.; and sec'y treas. E. C. Kessler, Jamestown, N. Y.

Vestal Uniform Package Bill Undesirable.

A bill providing a fine of \$500 on anyone packing flour, meal or feedingstuffs in any other than 200-lb. barrels or 100-pound bags or decimal divisions thereof has been introduced by Representative Albert H. Vestal of Indiana.

Fraud having been perpetrated on ignorant buyers of wheat flour in the Southeastern states by the sale of 24-lb sacks under the representation that there were true eighth barrels of 24½ lbs. the Sec'y of the Millers National Federation and many millers saw the easiest way to stop the practice was to enact a United States law nullifying the state laws that provide 196 pounds to the barrel.

The first snag the promoters of H.R. 7103 struck was when the Pacific Coast learned that they were not to be permitted to continue the universal practice in that part of the Union of emptying out a sack of wheat containing 135 pounds and sending it out again with 60 lbs. of bran, 70 lbs. of rolled barley or 80 lbs. of mill run feed, but would be required to put out all feeds in 100-lb. bags. Accordingly the bill has been amended to permit these weights for feed.

This law would require the quarter barrel of flour to weigh 50 pounds when the laws of 16 states legally make 48 pounds a

quarter barrel. The question arises how could a fine of \$500 be imposed on anyone for complying with the law of the state.

The authors of the bill probably know it is unconstitutional, but hope to throw a scare into the crooks selling 48 lbs. for a quarter barrel, when the true quarter is 49 lbs.

The Tariff on Feeds.

Many materials used in the manufacture of feeding stuffs are included in the materials upon which the Fordney Tariff Bill would levy a duty. If the bill as it now stands becomes law, the following products will be affected as shown:

Corn grits, meal and flour: 30 cents per cwt.
Oat grits, oat meal and similar oat products: 60 cents per cwt.

Unhulled ground oats: 30 cents per cwt.

Rice bran: ½ cent per lb.

Rough rice and brown rice: 1¼ cents per lb.

Rye meal: 30 cents per cwt.

Hulls of grain, ground and unground: 10 cents per cwt.

Dried beet pulp: \$5 per ton.

Brewers' grains: \$5 per ton.

Malt sprouts: \$5 per ton.

Mixed feeds containing grain or grain products with oil cake, oil meal, molasses or beet pulp: 6% of the invoice value.

The paragraph of the bill relating to the duty on screenings and the like follows in full:

Par. 732. Screenings, scalplings, chaff, or scourings of wheat, flaxseed, and other grains or seeds: Unground, 75 cents per ton; ground, \$1.50 per ton; Provided, that screenings, dirt, and other foreign matter mixed with grains and seeds provided for in this title shall pay the same rate of duty as the grains or seeds. Provided further, that when grains or seeds contain more than 5 per centum of any one foreign matter dutiable at a rate higher than that applicable to the grain or seed the entire lot shall be dutiable at such higher rate.

New York Dealers to Hold Interesting Meeting.

An interesting program has been arranged for the annual meeting of the New York Hay and Grain Dealers Ass'n to be held this year at the Onondaga Hotel, Syracuse, N. Y., Aug. 18 and 19.

Wayne Dinsmore, Chicago, will tell of the work of the Horse Ass'n: "The Grain Trade from the Viewpoint of the Receiver and Distributor" will be discussed by Charles Carscadden, New York, while the grain business as viewed by a shipper will be discussed by Charles Pratz of Waterloo, N. Y.

Part of one session will be devoted to the discussion of the transportation problems that have confronted the dealers during the past year. Other topics on the program include the following: "The Weighing and Tagging of Straw in New York" by the New York Director of Weights; "Co-operation between the Shipper and Receiver in the Loading and Inspection of Cars" by R. W. Quackenbush of the New York Central; and numerous subjects relating to the hay business.

Exports of Feedstuffs.

June exports of feedstuffs, compared with June, 1920, and for the 12 months ending June were reported by the Bureau of Foreign and Domestic Commerce as follows:

	June 1921.	June 1920.	12 months ending June 1921.	12 months ending June 1920.
Bran and middlings, tons	288	226	4,822	2,897
Corn oil cake, tons	1,000	473,542	224,313	
Corn oil cake, lbs.	1,262,030	1,794,653	510,800	
Cottonseed cake, lbs.	32,775,510	648,359,986,856	338,927,893	
Cottonseed meal, lbs.	6,256,934	124,500	94,713,965	110,644,890
Linseed meal, lbs.	653,475	1,958,975	18,184,807	19,839,589
Linseed cake, lbs.	30,348,000	8,079,076	373,079,050	316,496,323
Millfeed, tons	855	1,154	10,465	12,942

Feedstuff Movement in July.

Receipts and shipments of feedstuffs at the various markets during July compared with July, 1920, were as follows:

	Receipts 1921	Receipts 1920	Shipments 1921	Shipments 1920
Chicago, lbs.	25,554,000	58,623,000		
Kansas City, tons	6,320	3,840	17,060	12,200
Los Angeles, cars	97	100		
Millwaukee, tons	10,660	4,868	25,100	19,698
New York, tons	240			
Peoria, tons	2,800	10,400	10,100	20,860
San Francisco, tons	254	243		
St. Louis, sacks	100,780	107,380	92,020	116,610

Chokes.

BY CAL.

FIRE barrels filled? Buckets in place?

How about a good sharp axe? It may be necessary to cut thru some boards to get water on the fire when it starts.

Bugs in the flour and feed warehouse mean flies in the ointment of satisfied customers. Walls without ledges and crackless walls and floors make cleaning easy—and cleanliness is the first aid to relief from weevil.

A FEED GRINDER without magnets in the spout which supplies the grain to the hopper is a dangerous device. A piece of metal coming down with the grain may cause a dust explosion and throw the whole plant outdoors.

A TRIER or probe is needed by the country dealer as much as by the inspector. Only a good one is cheap, because cheapness is a matter of service, not price. Get a good one and use it frequently. Closer buying will result.

Wood bin gates seldom give satisfactory service. They swell up, stick and split and are always difficult to operate. Present the subject to the boss now and get authority to order steel slides and cast iron guides in order that they may be available for installation when there is an opportunity.

"THE LEG That Performs Pleasingly" would be an excellent title for an excellent story. Let's save time and admit at once that a leg of that kind elevates the maximum quantity of grain its size and speed will permit. And when grain is once elevated it is discharged properly, not dumped down the back leg housing. Legs that backleg are not efficient. It may be due to incorrect speed or the wrong type of bucket. Whatever the trouble, it can be corrected.

EVER TRY to remove a board that had become wedged between the screw and box of a spiral conveyor? Those who have had the experience know what fun it is. The others will avoid a mighty difficult task if they will install a grating to keep foreign objects out of the conveyor box.

RATS cost elevator operators a sum annually that is almost beyond belief. The value of the grain they eat, destroy and spoil, in elevators alone, has been estimated at \$2,000,000 each year. The farm loss must be added to this. Relentless warfare must be waged against them, and elevators built so they cannot enter by burrowing thru foundations and floors. Kill rats!

SOME WOOD elevators have been in service a great many years; and it is logical to suppose that the well built concrete house will last almost indefinitely. That's a long time to worry with an elevator of unsatisfactory design. A concrete house not lending itself readily to a change in design, the moral would seem to be: Design the house for service, not to gratify somebody's freak whim.

THE COST of handling a bushel of grain is the factor that determines whether the grain dealer realizes a profit or suffers a loss from the business he does. Know costs. Study costs. Analyze costs. Find out the why and the wherefore of costs and then get in position to reduce costs. The result will be a betterment of the service rendered customers and a favor will be conferred on the bank account.

FLOUR as a side line means an occasional bag which cannot be offered for sale because it is dirty or otherwise not quite presentable in appearance. If the flour itself is not damaged resacking will put it in the active stock again. A box fitted with bolting cloth to make a sifter, with a suitable receptacle over which it can

be operated, will make it possible at the time of resacking to guard against contamination by dirt or insects.

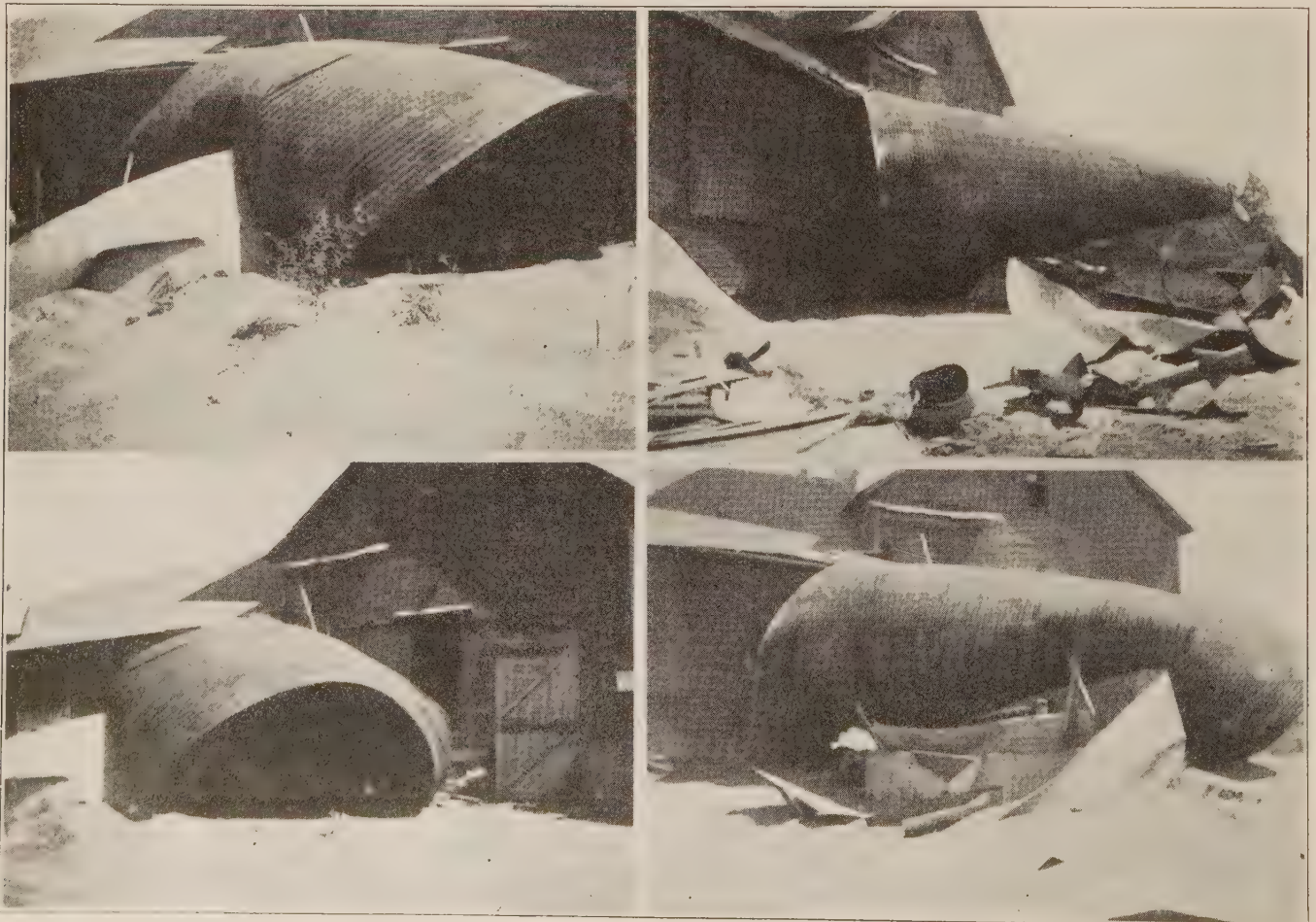
Steel Grain Tanks Collapse.

A chain is no stronger than its weakest link; a structure no more substantial than its foundation. These are facts of common knowledge so true that they have become axiomatic, and upon them there has been built by engineering practice and scientific study a vast fund of information that must be fully understood if elevator construction work is to be expected to endure and to serve satisfactorily.

The corrugated steel grain tanks shown in the photographs reproduced herewith collapsed recently, and, while the cause of the failure has not been determined definitely, it is correct to say that it was the result of some violation of basic laws. These tanks, one large and the other smaller, were located near an elevator and alfalfa mill at Sedgwick, Kan. The larger tank first collapsed and fell against the smaller, forcing the latter over.

Two theories are advanced to account for the failure. One is that rats undermined the foundation and thereby caused it to give way. The other theory is that as the tank was full of wheat and the collapse occurred when the grain was being removed, it was due to the unequal pressure induced by the moving grain. A conveyor removed grain from the tank, and engineers know that when grain begins to move thru an opening at the bottom of a bin the stresses against the bin walls are increased far beyond those existing while the load is stationary. These stresses also differ materially from those exerted by the dead load.

Much grain was scattered over the surrounding area when the two tanks toppled over, as can be seen from the photographs. The greater portion of this was available for salvage, but of course it was inevitable that some would be lost.



Steel Tanks at Sedgwick, Kan., which Failed when Grain was Being Removed.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Pine Bluff, Ark.—We have succeeded the Laws & Adams Brokerage Co., starting business, July 1, I have, however, been in the grain business in this territory for the past 17 years.—M. M. Laws, Laws & Laws Brokerage Co.

CALIFORNIA

Madras, Cal.—John A. Billups, well known grain buyer here, will buy grain for Kerr, Gifford & Co. in this vicinity in future.

Marysville, Cal.—J. F. Baker and C. E. Lazear have organized a grain and bean brokerage and buying company here, taking over the office of Johnson Bros.

San Diego, Cal.—The grain plant of Irwin & Co., is being overhauled and extensive improvements made. The company also operates at Chula Vista and El Cajon.

Lamanda, Cal.—The Ambler Grain Co. has just completed a new 25x50 ft. tile office and is now occupying it. It is also building a new concrete loading and storage platform.

Oakland, Cal.—Bank officials who were interested in the financing of the new grain elevator, which was leased from the Western Milling Co. recently, thru the banks, visited the plant recently and were shown a working demonstration of all of the various appliances by officials of the California Farm Bureau Elevator Corp. now operating the plant.

CANADA

Montreal, Que.—H. W. Corrigan has severed his connection with the C. P. Ry. Co. and is now associated with Thomson & Earle here.

Silverwood, Sask.—The elevator of the North Star Elevator Co. will be opened Aug. 15 with Frank Homing, with the company since 1914, as mgr. The elevator of C. D. Pals has been repaired. A. O. Bennett had the contract. The elevator of the Beaver Elevator Co., of Winnipeg, is being torn down and moved to the northern part of the province, owing to short crops here for the last 4 years.—C. D. Pals.

WINNIPEG LETTER.

The Liberty Grain Co. has increased its capital stock from \$20,000 to \$250,000.

The Hepworth Grain Co. has increased its capital stock from \$5,000 to \$50,000.

Morrison & Kelly is the name of a new grain firm which will do a general brokerage business in the Grain Exchange. Allan Morrison is well known to the trade, having been with the Morris Grain Co. and later in partnership with M. Hagar operating as Hagar & Morrison. Ewart Kelly, the other partner, was formerly with the Continental Grain Co. and since the war with the Norris Grain Co.

The 42 elevators of the Atlas Elevator Co., Inc., which were recently taken over by the Security Elevator Co., Ltd., were located at the following stations: Norman, Man.; Cavell, Dummer, Hardy and Ritchie, no province given; all others in Saskatchewan as follows: Asquith, Avonhurst, Balcarres, Clavet, Deborah, Dewar Lake, Dodsland, Driver, Edenwold, Edgeley, Finnie, Gillespie, Gilroy, Grayburn, Hoey, Hoosier, Ingelov, Ituna, Kelliher, Kinley, Landis, Lepret, Leross, Lewvan, Meacham, Peterson, Prongua, Rainton, Red Deer Hill, Reford, Semans, Smiley, Steelman, Stoney Beach, Undora, Yarbo and Zelma. The Northern Elevator Co., Inc., took the balance or 18 elevators, two, those at Lazare and Pope, being in Manitoba and the rest in Saskatchewan, as follows: Arltland, Atwater, Birmingham, Cudworth, Duff, Estlin, Fenwood, Gerald, Hubbard, Lestock, Mawer, Raymond, Tate, Venn, Watrous and Young.—D. D. Lewers, mgr. Atlas Elevator Co., Ltd.

COLORADO

Sterling, Colo.—Mail addressed to the Fifield-Stevens Co. is returned.

Pierce, Colo.—The Colorado Mill & Elevator Co. has let contract for a 40,000 bu. steel and concrete elevator here. The house is to be finished Sept. 1.

Omar (Wiggins p. o.), Colo.—I am now in the grain business here. Was formerly mgr. for the Osborn County Co-op. Ass'n at Alton, Kan.—W. E. Conn.

Ft. Collins, Colo.—Edward Hayden Hall who with two partners, built the elevator of the Loveland Elevator Co., at Loveland, in 1882, is dead, at the age of 64. His death came without warning, being due to heart trouble. He was well known to the grain men of the state and was looked upon as a pioneer of the trade.

Akron, Colo.—We secured a site from the C., B. & Q. and have a 60,000-bu. cribbed 2x6, elevator now under construction, and nearly completed. In fact we hope to receive grain in at least 10 days. The house has a handling capacity of 2,000 to 2,500 bus. per hour and is equipped with 2 motors, cleaner, Trapp Dumps, etc. Our dumping capacity is 2,000 bus. without elevating to eliminate tie ups on account of motor troubles. Two other elevators here Farmers Equity and the Farmers Co-op. Co.—G. C. & R. W. Miller.

DENVER LETTER.

Denver, Colo.—The following corrections should be made in the recent Rocky Mountain List: The O'Donnell Grain Co. of this city is out of business and J. F. Gallagher, listed as mgr., has not held the position for several years. The mgr. for the Western Commission Co. should be J. W. Cook, not J. M. Terry as given.

Denver, Colo.—The E. W. Elder Grain Co. has sold its membership in the Grain Exchange to Edwin M. Bosworth of this city who will engage in the cash grain business. The transfer has not yet been made but will be, no doubt, after the required time. Mr. Elder has closed his office here and moved all his records to Hastings, Neb., where he will probably have his headquarters in future.

IDAHO

Buhl, Ida.—W. A. Gray has completed his elevator here.

Firth, Ida.—G. W. Clawson, formerly of Shelly, is now mgr. for the Firth Milling & Elevator Co.

France, (Drummond p. o.), Ida.—Mail addressed to the Intermountain Farmers Equity, Inc., is returned.

Malad, Ida.—The plant of the Oneida Farmers Union was struck by lightning recently but no serious damage was done.

Lewiston, Ida.—I am out of the grain business.—Peter Muench, formerly ass't mgr. for the Pacific Coast Grain Co.

Aberdeen, Ida.—Gus Lofgren recently resigned as mgr. of the Midland Elevator Co. here and is at present at Nampa where he is filling a similar position.

Hazelton, Ida.—The Farmers Grain & Milling Co. is overhauling and improving its plant. New spouting and a new distributing system will be installed.

Lewiston, Ida.—The North Idaho Growers' Warehouse Corp., incorporated for \$90,000, with \$2,500 subscribed by H. N. Johnson, W. L. Fayler, H. J. Herman and others.

Eden, Ida.—The Farmers Milling Co. will start work on a 5-bin addition at once. The added capacity will amount to 30,000 bus. and the building will be 24x36x40 ft., making the total capacity 50,000 bus. T. G. Wilson is pres. and mgr. of the company.

Emett, Ida.—Because it seemed too late in the season for the starting of the new elevator it will build, the Co-op. Exchange has converted the basement of its warehouse into grain bins, with a capacity of 15,000 bus. Loading machinery has been installed. F. M. Mingus is mgr.

ILLINOIS

Serena, Ill.—Ed. H. Dolder is now mgr. for the Co-op. Grain & Supply Co.

Galt, Ill.—G. F. Hall has resigned as mgr. for the Agnew Farmers Elevator Co.

El Paso, Ill.—The elevator of John Kinsella burned July 19. It is a total loss.

Cairo, Ill.—The Lynch Grain Co. has succeeded the Magee-Lynch Grain Co.

Decatur, Ill.—The elevator of the Shellabarger Elevator Co. burned July 31 and is a total loss.

Gillespie, Ill.—The Farmers Elevator Co., has completed repairs on the elevator, and installed a new motor.

Champaign, Ill.—F. F. Munson has succeeded R. E. Andrews as representative for Philip H. Schiffin & Co., of Chicago.

Taylor Ridge, Ill.—Mail addressed to John McClune, who was reported to have bot an elevator here, is returned unclaimed.

Naples, Ill.—We have bot the elevator here.—Blackburn-Houston & Co., Jacksonville. (The elevator was known as the Einstman Grain Elevator.)

Covel, Ill.—On July 26th the elevator of the Covel Farmers Grain Co. caught fire. The loss was not large. Cause of the blaze was not determined.

Roberts, Ill.—We have bot the property of the defunct Farmers Co-op. Elevator Co. and now operate as the Roberts Grain Co.—C. W. Higdon, mgr.

Downs, Ill.—I have discontinued the grain business. My successor is the Shultz Grain Co.—R. A. Hoover, former mgr. of T. F. Grady Elevator.

Cropsey, Ill.—I was formerly mgr. of the lumber dept. but have now succeeded Harry Heiser as mgr. for the firm.—Meddie Buck, mgr. Cropsey Co-op. Grain Co.

Gilson, Ill.—W. H. Schoop succeeded Earl E. Swell as mgr. for the Farmers Co-op. Co. Mr. Swell is out of the grain business now and is doing carpenter work here.

Valmeyer, Ill.—The elevator of the Nanson Commission Co., containing 4,000 bus. of wheat, burned recently and is a total loss. The fire is thought to have originated in the engine room.

Peoria, Ill.—The office of the Cleveland Grain Co. in this city will be discontinued Aug. 1, according to notification from the main office at Cleveland.—C. A. Peterson, mgr. Peoria Branch.

Berwick, Ill.—The elevator at this station is being repaired and overhauled as well as repainted. It is reported that Jerry Mahoney and Orrin Underwood now own the house and Gale K. Young is mgr.

Cairo, Ill.—W. S. Powell, chief inspector and weighmaster of the Board of Trade, has recently undergone an operation for throat trouble in Chicago. He is convalescing nicely and recently came home.

St. David, Ill.—The Farmers Co-op. Elevator Co. has been delayed in completing the warehouse it now has under construction, in connection with the elevator, by the fact that building supplies are slow in arriving.

Taylor Ridge, Ill.—The excavation for the new warehouse of the Farmers Elevator Co. has been completed and work on the concrete block superstructure will be started at once. The building is 24x60 ft. and 2 stories high.

Utica, Ill.—I have leased the elevator of the Illinois Valley Grain Co. and will operate it with the 2 other houses I own for the season.—C. A. Pfund. (The Illinois Valley Grain Co. is owned by Dunaway & Barnard of Ottawa.)

Petersburg, Ill.—I have bot the W. L. Wilms Elevator back as reported, but find that I cannot operate it on account of my poor health. So I have leased it to H. S. Houghton & Son for 11 months. I may sell it again.—H. A. Hueffner.

Humboldt, Ill.—Cuppy Bros., whose elevator burned Aug. 13, 1920, have let contract to the Boggess Construction Co. for a \$16,000, cribbed elevator with both small grain and ear corn handling equipment. It will be covered with galvanized steel siding.

Fletcher. (Cooksville p. o.), Ill.—We have changed to the co-op. plan and increased our capital stock to \$20,000. We may build a 20-, 000-bu. concrete elvtr. but have not let contract yet for elvtr. or machinery. Want to get started by Sept. 1.—W. C. Beier, mgr. Fletcher Co-op. Grain Co.

Peoria, Ill.—Jackson Bros., of Chicago, leased the elvtr. of the McHenry-Conover Grain Co. for the next 2 years, July 22, from Receiver Henry L. Childs by order of the court. The lease is based on a sliding bid according to the amount of the grain handled. The elvtr. has a capacity of 700,000 bus. and was recently built at a cost of \$300,000.

CHICAGO NOTES.

Memberships in the Board of Trade are now selling at \$7,750 net to buyer.

The J. Rosenbaum Grain Co. has decreased its capital stock from \$1,400,000 to \$1,000,000.

The National Elvtr. Co. incorporated for \$120,000 by Alex C. Weiner, Roger L. Foote and H. A. Rothmund.

The Keystone Grain Products Co. incorporated for \$25,000 by Alfred Pihl, Harry J. Fireman and E. E. Constansy.

The St. Paul Milling Co., operating the Godfrey Elvtr., at Minneapolis, temporarily, has closed its office in this city.

Jackson Bros. & Co. have leased the elvtr. of the defunct McHenry-Conover Grain Co., at Peoria, for 2 years. They are now operating it.

A private settlement has been reached on the default of 70,000 bus. July rye, the price at which settlement was made being \$1.28, or $4\frac{1}{2}\%$ under the closing price on July 30.

Grain receivers in a meeting July 26, decided to recommend to the directors of the Board of Trade that the discount of 8c on No. 3 spring wheat now existent at Chicago be maintained.

Pres. J. P. Griffin, of the Board of Trade, is personally boosting the sale of tickets for the ball games to be played Aug. 9, 10 and 11, for the benefit of the Firemen's Aid & Mutual Benefit Ass'n, which is making a drive for a \$100,000 fund. The fund now amounts to \$65,000.

The strike of the grain elvtr. employees, which was called by the Chicago Grain Elvtr. & Feed Mill Employes' Union, as well as the grain trimmers' strike, which was merely a sympathetic strike with the elvtr. employees, has been called off and most of the 800 men affected are back again.

The Board of Trade has 11 booths at the Pageant of Progress exhibition, depicting the evolution of the grain trade at this city. The weighing department is giving out official certificates of weight of the individuals volunteering to be weighed. The first elvtr. in the city is shown in miniature.

John W. Radford, for 23 years with the Pope & Eckhardt Co., has taken charge of the cash grain dept. of the Updike Grain Co. His host of friends in the trade surely wish him every success in his new place, and his long experience in the business insures efficient handling of business intrusted to him.

Cap. Frank E. Yates, who has been an official pit reporter on the Board of Trade for the last 42 years, dropped dead during the trading session on the floor, July 28. His death was a great shock to the hundreds who knew him. He was in apparently perfect health, and was busy when the heart attack struck him down. He was 79 years old and a member of "Ellsworth's Zouaves," during the civil war. He is sincerely mourned by his many friends and daily associates on the Board.

H. D. Richeson, vice-pres. of the Armour Grain Co., has completed his work and announces that he will retire. He will go to Colorado Springs where his wife has lived for several years on account of her health. Mr. Richeson has been chairman of the strike com'te of the grain elvtr. ass'n and has won his fight for an open shop. He says: "We have an open shop in the elvtrs. and intend to keep it. The elvtrs. are again working mainly on a 100% basis. I am retiring from business and appreciate the good feeling displayed by friends and associates." His many friends and associates on the board presented him with a platinum watch and chain and the Armour company gave him a silver service in appreciation of his work with them.

Altho the Elgin, Joliet & Eastern Railroad Co. closes its downtown office at 12 noon Saturdays the year around disposition orders which are mailed on Saturday afternoon are considered as having been filed within the free time, as to grain arriving on that road on which inspection is reported before 11 a. m.

INDIANA

Earl Park, Ind.—Ed. Childress is now receiver for the Farmers Elvtr. Co.

Greenwood, Ind.—The elvtr. of the Greenwood Grain Co., is under construction.

Mill Grove, Ind.—Chas. Graves has bot the elvtr. here and is now in possession.

La Fayette, Ind.—John F. Higgins has moved to Dayton where he recently bot an elvtr.

Medaryville, Ind.—I have succeeded Geo. Chittick as mgr. for the Medaryville Co-op. Co.—Claude M. Record.

Indianapolis, Ind.—National Elvtr. Co. has been incorporated by Harry Berry, John W. Jordan and Geo. F. Off.

Coatesville, Ind.—A. J. Smith has bot the interest of the Sutherlin Bros. in the elvtr. here and is now in possession.

Milan, Ind.—H. H. Crum is clearing away the debris of his elvtr., burned July 8, and will rebuild as soon as possible.

Laurel, Ind.—Ralph Wright, reported seriously injured in our July 25 number, was mgr. of the Laurel Elvtr., owned by F. A. Wright.

Pleasant Lake, Ind.—There is a privately owned elvtr. here which may be taken over by the farmers and run on the co-op. plant.—T. J. Ferris.

Crete, Ind.—The Farmers Co-op. Co., now being organized, will take over the elvtr. of Geo. P. Bowen & Co. about Sept. 15, according to A. J. Murray who is one of the leaders.

Grammer, Ind.—A car load of cinders on a track near the Blish Milling Co. caught fire and for a time threatened the elvtr. with destruction. Section hands and elvtr. employees pushed the burning car farther away and then put out the blaze.

Manchester, Ind.—The Farmers Elvtr. Co. has been placed in the hands of a receiver by Judge Hunter of Wabash. The Union Trust Co. has been appointed to look after the affairs of the company. The elvtr. company owes \$1,110.23 for coal, according to reports.

Brazil, Ind.—I. G. Hall, who was mgr. for the W. C. Hall Milling Co. recently sold to the Clay County Farmers Co-op. Ass'n, has moved to Indianapolis, where he will engage in the sales department of the American Mining Co. He is out of the grain trade, at least for some time.

Elkhart, Ind.—The court has ordered a new appraisalment of the property of the Farmers Co-op. Grain & Merc. Co., in order that it may be disposed of in accordance with some of the low bids received at the first called sale, held recently. At that time 3 bids were made but all were lower than the present appraised value of the property, and could not be accepted by Roscoe Dunmier, receiver.

Indianapolis, Ind.—The grain com'te of the Board of Trade is as follows: Chairman, Henry Mullins; E. Clifford Barrett; Harry J. Berry; H. H. Bingham; Bert A. Boyd; H. E. Kinney; Walter E. Rich; E. K. Sheppard and Frank A. Witt. Com'te on Grain Arbitration—Edw. D. Evans, chairman; Edward D. Anderson and F. M. Montgomery. Grain Discount—Fred Heinmiller, chairman; John W. Jordan, Wm. G. Haug, W. S. McDonald and I. L. Woodward. Seed—Edw. M. Burge, chairman; Hully C. Crabbs and LeRoy Urnston. Grain Inspection Appeals—Chas. A. Shotwell, chairman; Wm. R. Evans, P. M. Gale, Lew S. Hill and Fred W. School.

IOWA

Ventura, Ia.—The Farmers Co-op. Society is building an elvtr. here.

Rockwell City, Ia.—B. E. Stonebraker is now mgr. for the Farmers Elvtr. Co.

Fostoria, Ia.—A. C. Tanner has resigned as mgr. for the Farmers Elvtr. Co.

Alvia, Ia.—The new 20,000-bu. elvtr. of the Wilkin Grain Co. has been completed.

Odebolt, Ia.—Rueckheim Bros & Eckstein will build another double pop corn crib soon.

Sheldon, Ia.—O. M. Yount has succeeded V. L. Johns as mgr. for the Trans-Mississippi Grain Co.

Des Moines, Ia.—The Chamber of Commerce has bot the membership of A. K. Taylor and W. H. Ferrine.

Cambridge, Ia.—Cecil Anderson, of Churda is now mgr. for the Farmers Grain Co., succeeding M. M. Mason.

Avoca, Ia.—Farmers tried to organize a company here but could not get the money to do it.—Consigny Milling Co.

Swea City, Ia.—Frank Thompson, of Algona has succeeded W. B. Richardson as mgr. for the Farmers Elvtr. Co.

Lorimer, Ia.—The Farmers Co-op. Co. has completed its arrangements for handling grain and will now buy and sell it.

Mason City, Ia.—The Hubbard Grain Co. incorporated for \$75,000 by Wilson H. and John W. Hubbard and S. L. Gardinier.

Des Moines, Ia.—R. R. Harper, of Harper & Sons, is out of the grain trade now, and is in the automobile business at Peoria, Ill.

Schaller, Ia.—J. L. Bruce, who sold his elvtr. at Odebolt to the Farmers Elvtr. Co., is now mgr. for the Iowa Pop Corn Co. here.

Burchinal, Ia.—W. H. Geer has resigned a mgr. for the Farmers Co-op. Society and will be located at Plymouth in a like position.

Plymouth, Ia.—Warren H. Geer, formerly mgr. for the Farmers Co-op. Society at Burchinal, is now mgr. for the Farmers Elvtr. Co. here.

Sheldon, Ia.—Geo. A. Arnold has succeeded P. A. Dykstra as mgr. for the Farmers Co-op. Ass'n. Mr. Dykstra has moved to Merriam, N. D.

Dow City, Ia.—Jay Dwine has bot the elvtr. of the estate of Jack Ahart and will operate it. He has been employed at the elvtr. for some time.

Osceola, Ia.—The elvtr. of Curnes & Son was entered by burglars July 28 who secured the immense amount of 19c for their trouble. Admission was gained thru a window.

Albion, Ia.—Wm. Snyder has succeeded Gley McCarrel as mgr. for the Farmers Elvtr. Co. Mr. McCarrel is now at Denhart, (Kanawh p. o.), where he has charge of an elvtr.

Woolstock, Ia.—L. J. Johnson of Mason City succeeded W. H. Nail as mgr. for the Independent Grain & Lumber Co. when Mr. Nail was made supervisor of the company which he has served 22 years.

Woolstock, Ia.—The safe in the office of the Farmers Elvtr. Co., was recently opened by burglars who took \$12.00 in cash, overlooking \$400 in negotiable checks. Mgr. D. Peace discovered the theft when he opened the elvtr. in the morning.

Harcourt, Ia.—The elvtr. of the Farmers Elvtr. Co., containing 2,500 bus. of grain, burned recently. The fire was first seen in the cupola and it is that it was started by a hot bearing. The loss is partially covered by insurance and it is said the elvtr. will be rebuilt at once.

Inwood, Ia.—The elvtr. of the Farmers Elvtr. Co., which was recently offered at public sale is reported to have been bid in by the director of the company who considered the sale bid too low. It has now been leased to T. E. Moer & Son who in turn have leased their elvtr. to the former mgr., G. A. Lyon.

Parkersburg, Ia.—The elvtr. of the Independent Grain & Lumber Co., containing 1,000 bus. of oats, burned at 11:30 p. m., July 27, with a loss of \$25,000. Fire from a burning livery stable a block and a half away communicated to the elvtr. which was a pillar of flame before the fire company arrived. Two other elvtrs. in the block were on fire several times but were saved by hard work.

Clear Lake, Ia.—W. A. Peterson, employed by the Farmers Co-op. Co., fell a distance of 3 ft., July 21, and was seriously hurt. No bones were broken but he has not regained full consciousness as yet. Mr. Peterson has been employed at the yards of the company for some time, was transferred to the elvtr. now being constructed and had been at work only a short time when the accident occurred. According to eye witnesses of the accident, Mr. Peterson had climbed to the top of the elvtr. by means of a ladder and was going on top of the construction. He reached up with his right hand taking hold of the cement which gave way and he fell. In going down he struck a bucket of cement which partly broke his fall.

Gladbrook, Ia.—Wm. Lorenz has been appointed receiver for the Farmers Elevator Co. The liabilities are placed at \$73,000 and assets at \$10,000. Some time ago the company built a new coal operating plant. Later its elevator burst and had to be repaired and practically rebuilt. These items helped to make up the deficit.

Mapleton, Ia.—An accident which might have easily resulted in fatalities occurred at the elevator of Peter Lamp, July 21. Lyle Seavey was bringing a load of barley to the elevator. He had gotten up the driveway and was making for the 3'd door when the horses became excited and backed out of the elevator and onto the runway, going thru the railing and falling 20 ft. to the ground. The team and the boy were uninjured but the wagon was smashed and the barley scattered. Seavey and the horses in falling struck the limbs of a good sized sapling which broke their fall which accounts for their not being injured.

KANSAS

Witmore, Kan.—The elevator of the Bell Grain Co. has been sold.

Omer, Kan.—Elmer Charles is now mgr. for the Rock Mill & Elevator Co.

Lewis, Kan.—C. W. Wells is mgr. of the elevator of the Midwest Grain Co.

Burdette, Kan.—I have just completed a elevator here.—J. W. Mead, Sanford.

Plainville, Kan.—The Glotzbach Grain Co. has completed its new 25,000-bu. elevator.

Maple Hill, Kan.—The Farmers Union Co-op. Ass'n has incorporated for \$10,000.

Mulvane, Kan.—We contemplate building an elevator here in the near future.—Mulvane Co-op. Union.

Lebo, Kan.—The elevator of the Grangers Co-op. Co. is now under construction. It will be 95 ft. high.

Burdett, Kan.—C. C. Brandon is now mgr. for the Bauer-Vaughn Grain Co., succeeding E. C. Bates.

Burlington, Kan.—Spontaneous combustion in coal caused a small loss to the Farmers Elevator Co. July 7.

Barnard, Kan.—We have installed a Trapp Dump in our elevator.—H. M. Jones, Jackman Roller Mills.

Spring Hill, Kan.—J. S. Nuil has sold his elevator here to H. E. Messman, who is now operating it.

Topeka, Kan.—A car loading shed is being added to the plant of the Derby Grain Co. in North Topeka.

Mount Hope, Kan.—Grover Hatton has succeeded M. Black as mgr. for the Farmers Co-op. Elevator Co.

Galatia, Kan.—The Farmers Milling Co. now has a 40,000-bu. elevator under construction.—B. F. Buick, Treas.

Hutchinson, Kan.—Hausam Bros. Grain Co. incorporated for \$15,000 by Louis, Jay, A. L., Okla. and Homa Hausam.

Cawker City, Kan.—Mail addressed to the Jones-Rogers Grain Co. is returned marked "moved—left no address."

Englewood, Kan.—Mail addressed to J. A. Dillon, mgr. for the Englewood Co-op. Equity Union is returned marked "Removed."

Junction City, Kan.—J. A. Commons, former sales mgr. for the Hogan Milling Co., is now mgr. for the Caldwell Milling Co., Caldwell.

Milo, Kan.—The Robinson Grain Co., of Salina, Kan., is reported to be about to build an elevator here.—H. M. Jones, Jackman Roller Mills.

Vesper, Kan.—The Morrison Grain Co.'s elevator was struck by lightning on July 27 but the fire was extinguished before much damage was done.

Elkhart, Kan.—J. L. Davis who has been mgr. for the Elkhart Equity Exchange since it was organized in 1917, has resigned, effective Sept. 1.

Stockton, Kan.—E. F. Jones Grain Co. has been incorporated with a capital stock of \$100,000 by E. F. Jones, R. W. Parmatier and C. C. Dunning.

Great Bend, Kan.—The brokerage office of C. C. Smith Grain Co., of Conway Springs, is in the Board of Trade Building, with M. Flood in charge.

McPherson, Kan.—I am now with Colburn Bros. Milling Co. here.—A. L. Myers, former mgr. for the Farmers Grain & Supply Co., Lowray, Mo.

St. Marys, Kan.—The elevator of White Bros., containing 7,000 bus. of corn and wheat, burned recently with a loss of \$15,000, partially covered by insurance.

Oxford, Kan.—Chas. Champeny is no longer sole owner of the Oxford Milling Co., Arthur S. and Harry J. Champeny now being associated with him.

Alton, Kan.—I was formerly mgr. for the Osborne County Co-op. Ass'n here but am now in the grain business at Omar (Wiggins p. o.), Colo.—W. E. Conn.

Dodge City, Kan.—J. E. Davis, of Alden, has succeeded his brother, H. A. Davis, as mgr. for the Cane Grain Co. which has offices in the Postoffice Building here.

Salina, Kan.—The Son Grain Co. has opened an office in the Board of Trade Building, with H. L. Robinson as mgr. He was formerly connected with the Robinson Grain Co.

Burdett, Kan.—E. L. Allen, formerly agt. of the elevator at Lewis, recently taken over by the Midwest Grain Co., is now mgr. for the Rock Milling & Elevator Co. here, succeeding E. B. Schmitt.

Lone Elm, Kan.—Have sold our elevator, to the Anderson County Farmers Union Co-op. Business Ass'n. The lumber yard was sold to the Hussey Lumber Co.—A. F. Schoenig Lbr. & Grain Co.

Mulvane, Kan.—The elevator of the Mulvane Mill & Elevator Co., here, not at Udall, as reported, formerly owned by Shoup & Thockmorton, was recently sold to us.—Mulvane Co-op. Union, Mulvane.

Holton, Kan.—The elevators of the Holton Co-op. Elevator Co. were recently offered at public sale, but all bids were too low. The 3 elevators, one each here and at Circleville and Larkinsburg will now be sold privately.

McCracken, Kan.—The Ryan Grain Co. has about completed the alteration and improvements on its elevator and has also increased the capacity of the building by 10,000 bus., now making it 20,000 bus.

Cullison, Kan.—We have installed a Globe Dump and electric motor. We have also installed a 10-ton scale, as have the other two companies, Farmers Grain & Merc. Co. and the Moore Grain Co.—A. E. Dickhut, mgr. Midwest Grain Co.

Offerle, Kan.—The new concrete office of the Offerle Grain & Supply Co. has been completed and the company is now using it. The walls are of concrete, stuccoed on the outside and lathed and plastered on the inside, with metal shingles, fireproof vault and a full basement, 18x30. Everett Hardgrove is mgr.

Almena, Kan.—The Farmers Union has two elevators, one each on the C., B. & Q. and the C. R. I. & P., and is operating them. The company bot one of them in June from M. S. Mellor. The other house here is that of Jennings & Roller on the C., B. & Q.—L. J. Warner, (A scoopier is active at this station.)

Quinter, Kan.—There is only one Farmers Co-op. Elevator Co. at this station. We increased our capital stock to \$30,000, and have installed a 25-h.-p. F.-M. Engine, a Boss Car Loader, Fairbanks Truck Scale and a Trapp Dump. We have also completed a new implement warehouse which cost us \$3,000.—J. Reed, mgr. Farmers Co-op. Elevator Co.

Concordia, Kan.—We have not fully determined the cause of the damage to our reinforced concrete elevator. We have 4 circular bins and these are curtained or paneled to give the bin a square appearance. It was the curtain or panel on the south side that gave way. We had a severe electrical storm during the evening prior to the morning that the accident happened. We had just commenced drawing wheat from the bin when the wall gave way. The insurance inspectors have all agreed that it was not due to a dust explosion.—O. W. Wasmer, sec'y-treas., Concordia Milling Co.

Sanford, Kan.—I am still in the elevator business here and have just completed a new house at Burdette. Farmers in Pawnee county have failed to respond to the various hot air marketing plans so we, individual buyers, are still here and expect to be until something else matures.—J. W. Mead.

Brenham, (Haviland), Kan.—We have not yet had a meeting to decide whether we shall consolidate with the Farmers Elevator Co., at Greensburg, altho they have submitted a generous offer. We have just finished repairing our elevator on the inside and have installed a car puller.—L. H. Bates, mgr. Brenham Merc. Co.

Trousdale, Kan.—We finished our elevator July 16, and two days later put it into operation. We have a 25,000-bu. iron-clad house, equipped with a 5-bu. Richardson Automatic Scale, manlift, 10-h.-p. oil engine, Olson Truck Dump and 6-ton Howe Wagon Scale. I am mgr., having been with the company 10 years at Pretty Prairie, or up to the time that the elevator there was sold in August, 1919, to the Young Grain Co. Was out of the grain business from then until May this year when I went back to the old company. Was at Burdett, for 6 weeks as mgr. then came here to help build this house which I will now manage.—E. B. Schmitt, mgr. Rock Milling & Elevator Co.

Saxman, Kan.—The Leonard Mill & Elevator Co.'s plant at Saxman, a station on the Frisco 9 miles southeast of Lyons, will be sold under court order Aug. 15. The sale will be made to satisfy a number of claims against the firm which have been accumulating, it is said, since the beginning of the milling season last fall. The mill itself, of 400 bbls. capacity, 2 large tile elevators, and all personal property are to be included in the sale. The Leonard mill was built by E. S. Leonard 5 years ago. It is fully equipped with modern grinding and cleaning machinery and has elevator capacity to store \$500,000 worth of wheat. It is the only industrial enterprise in the town and it is reported there is a movement on foot among creditors for a pooling of interests and bidding in the property. Most of the stock in the mill is held by farmers living in the vicinity of Saxman.

KENTUCKY

Louisville, Ky.—Fire completely destroyed the warehouse of the Ritter Hennings Co. July 27.

Sturgis, Ky.—The mill and elevator of the Tradewater Milling Co., burned at 1 a. m., July 22. The flames had gained such headway when discovered that no attempt was made to check them. The Tradewater Milling Co. property was worth \$125,000, and was insured for only about \$50,000, leaving a \$75,000 loss. The loss was on the buildings and equipment, the wheat and stock being covered by insurance. About 13,000 bus. of wheat had been received, all of which was destroyed; also 2,000 bus. of corn and all the flour. Two cars of wheat loaded for shipment were pushed down the track and saved. Warehouse "B" was the only building saved, and business is being continued thru it. The plant will probably be rebuilt. H. H. Smith is pres. of the company.

MARYLAND

Baltimore, Md.—E. H. Beer of Chas. England & Co. is not able to be at his desk. He is suffering from an infected leg which keeps him at home.

MICHIGAN

Cadmus, Mich.—We have bot the elevator here and I am mgr.—D. C. Gage, mgr., the Cadmus Farm Bureau.

Lansing, Mich.—The Michigan Elevator Exchange has been incorporated and officers elected. Carl Martin of Coldwater is sec'y.

Constantine, Mich.—The new elevator we are building will have a capacity of 10,000 bus.—J. A. Barney, sec'y Constantine Co-op. Ass'n.

Waldron, Mich.—H. C. Dachsteiner of West Unity, O., has bot the elevator of E. E. Kelly & Co. and is in possession. Wm. E. Gorsuch is mgr.

Sparta, Mich.—Tom Welch, who recently resigned as mgr. for the Whalen Grain & Produce Co., is leaving for the west in search of health. He served overseas and his health is impaired.

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INDUSTRIAL ENGINEERS

Flour Mills
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Appraisals and Reports
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Mutual Bldg., Kansas City, Mo.

Vernon, Mich.—The Farmers Elvtr. Co., which was organized some time ago, with the intention of either buying or building an elvtr., but up to the present time nothing has been done.—Vernon Milling Co.

Berrien Center, Mich.—I will build an elvtr. here as soon as I find a satisfactory site. The former ground was very unsatisfactory.—Wagner Grain Co., (The elvtr. of this company burned Mar., 1921.)

Lansing, Mich.—J. S. Bateman, well known to the grain trade thru his connection with the Michigan State Farm Buro, will enter the grain and hay business in this city on his own account. He was sales mgr. of the elvtr. exchange of the buro.

Eaton Rapids, Mich.—The elvtr. of the Adams Seed Co., containing 10,000 bus. of grain, burned recently and is practically a total loss. The fire started on the outside of the building and it was found that the loading platform had been soaked in oil. Strenuous efforts were made to keep the fire on the outside but it gradually ate its way in and was soon beyond control. Even the books and papers of the company were burned. It is reported that a man was seen to run away from the elvtr. just as the fire broke out. The loss is placed at \$35,000. David Burt and Walter Abrams were props. of the elvtr.

MINNESOTA

Waverly, Minn.—H. J. Perra is now mgr. for the Farmers Elvtr. Co.

Olivia, Minn.—The Farmers Elvtr. Co. will install a new cleaner in its elvtr.

Middle River, Minn.—E. O. Ramstad is now mgr. for the Farmers Elvtr. Co.

Slayton, Minn.—C. W. Rathlisburger is mgr. for the Farmers Co-op. Elvtr. Ass'n.

Motley, Minn.—W. N. Morey, Iowa Falls, is now mgr. for the Farmers Elvtr. Co.

Hadler, Minn.—Fred Wilkins has succeeded W. G. Hadler as mgr. for the Hadler Elvtr. Co.

Deer Creek, Minn.—K. B. Wilson, of Park Rapids, has bot the elvtr. of S. M. Rector for \$6,000.

Lawndale, Minn.—Carl Johnson, formerly mgr. for the Farmers Elvtr. Co., has resigned.

Tyler, Minn.—Karl A. Hansen succeeded Lars Reinholdt as mgr. for the Tyler Co-op. Co. Aug. 1.

Rothsay, Minn.—The Farmers Grain & Merc. Co. will install a motor and do away with gas power.

Coleraine, Minn.—The Canisteo Lumber & Fuel Co. incorporated for \$100,000 by G. C., S. F., and Otto Baum.

Lake Crystal, Minn.—The Farmers Elvtr. Co. will make an effort to sell additional stock and build or buy an elvtr.

Mapleton, Minn.—Roy Faught, formerly ass't mgr. for the Equity Elvtr. Co., has succeeded L. E. Olmsted as mgr.

Brooks, Minn.—J. B. Connors is now mgr. of the Farmers Co-op. Elvtr. Co. Geo. A. Zea was the former mgr.

Elrosa, Minn.—Lightning caused an incipient fire and small loss in the elvtr. owned by the Belgrade Flour Mills Co. July 16.

West Concord, Minn.—Chas. Wheeler has retired from Wheeler & Wilson and Arthur Wilson will continue the business alone.

Hibbing, Minn.—The Hibbing Produce Co. has moved its elvtr. to So. Hibbing, where it is being remodelled and new machinery installed.

Chisholm, Minn.—The new elvtr. of the Chisholm Produce Co., replacing the house burned in February, is completed and all machinery installed.

Porter, Minn.—The Farmers Grain & Seed Co. has been incorporated for \$50,000. Frank C. Metcalfe of Minneapolis and others are incorporators.

West Concord, Minn.—The West Concord Farmers Elvtr. Co. will build new coal sheds and a warehouse. It will not sell to the Farm Buro as contemplated.

Clitherall, Minn.—The E. N. Nelson Co. is making general repairs on its elvtr., putting motor drive on heads, new leg belts, cups, etc. D. F. Hoag & Co. have the contract.

Morgan, Minn.—B. F. Bertrand, formerly in the grain business at Clements, has succeeded T. Stevens as mgr. of the Farmers Elvtr. Co.

Kandiyohti, Minn.—Fire, believed to have originated from the sparks of a passing locomotive, started in the elvtr. of the Atwater Grain Co. July 5 causing a small loss.

St. Cloud, Minn.—The Great Northern Flour Mills Co. will build a 120,000-bu. elvtr. to replace the house burned Apr. 13. Completion will be rushed in time for fall crops if possible.

Rothsay, Minn.—W. A. Miller is unknown here and no elvtr. was burned at this station. (See July 25 number). The elvtr. of the Northwestern Elvtr. Co. has been closed.—National Elvtr. Co.

Pelican Rapids, Minn.—C. J. Swanson has bot the elvtr. of Geo. Heiberg and will enter the grain trade on his own account. He has been mgr. for the Farmers Co-op. Elvtr. Co. for the last 12 years.

Truman, Minn.—The Farmers Elvtr. Co. has let contract to the Grain Dealers Supply Co. for repairs on both of its elvtrs. The houses will be resided with metal, and new machinery installed, including dumps, etc.

Kimball, Minn.—The Farmers Equity Elvtr. Co. is installing new dust collecting system and making minor adjustments to plant in anticipation to the coming season's business. D. F. Hoag & Co. have the contract.

Clitherall, Minn.—The elvtr. of the Clitherall Grain Ass'n containing 1,000 bus. of wheat, and 2,000 bus. of oats, was struck by lightning July 16, at 9 p. m. Fire did not break out until the morning of July 17. The elvtr. was a total loss.

MINNEAPOLIS LETTER.

The Lamb-McGregor Co. has completed the closing out of its business, closed its office and retired from the trade.

H. L. Elliott and H. R. Campbell are the names of the partners of the Campbell Com's'n Co., which has been organized to deal in hay and straw exclusively.

A. L. Stanchfield, sec'y of the Baldwin Flour Mills Co., has withdrawn from the company and will engage in the grain and feed business on his own account. His new office is in the Metropolitan Life Building.

Frank Kelly, formerly with John McCleod & Co., is again on the road for the Great Northern Grain Co., and will cover Minnesota and South Dakota, which have been his stamping ground for the last 26 years.

The A. L. Goetzmann Co., Inc., made its formal bow to the grain trade in this city Aug. 4. Offices are in the Chamber of Commerce Building. Mr. Goetzmann is pres. and treas. of the company, J. H. Riheldaffer, vice-pres., and Miss S. C. Heinemen, sec'y and office mgr.

C. S. Christensen, with the aid of friends, has formed the C. S. Christensen Co., Inc., and has negotiated a deal with the trustees of C. H. Christensen & Co. whereby the new company has bot back the mill and elvtr. of the company at Madelia and will begin operations soon.

The Russell-Miller Milling Co., the Occident Elvtr. Co. and the Electric Steel Elvtr. Co. gave their annual picnic to their employees jointly this year and a most delightful time was the result. Fourteen coaches carried the crowd to Big Lake where 1,000 watermelons and 2,000 ears of corn for a roast, as well as all other good things that go with a picnic, awaited them.

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MISSOURI

Lathrop, Mo.—J. L. Jonsson is now mgr. for the Farmers Elvtr. Co.

Cassville, Mo.—Mundy & Green have bot the plant of the Cassville Milling & Power Co.

Osborn, Mo.—Harold L. Butterfield is now mgr. for the recently incorporated Osborn Elvtr. Ass'n.

Mountain Grove, Mo.—The Mountain Grove Farmers Exchange has been incorporated for \$5,000.

Bismarck, Mo.—The mill owned by the Bismarck Milling & Mfg. Co. burned completely July 30.

Fortescue, Mo.—Geo. Hopper, pres. of the Farmers Elvtr. & Milling Co., has bot the elvtr. for \$14,000.

Pierce City, Mo.—E. C. Vance has leased the elvtr. of the defunct Vance Milling Co., and is operating it.

Syracuse, Mo.—W. C. Thomas is now mgr. for the Producers Exchange which operates the only elvtr. here.

Harrisonville, Mo.—J. W. Karr is mgr. for the Farmers Co-op. Elvtr. Ass'n to whom he recently sold his elvtr.

Independence, Mo.—Oscar J. Cook, who has been with the Waggener-Gates Flour Mills Co. for some time, is dead.

Turney, Mo.—H. E. Brenner is now mgr. for the Turney Elvtr. Co. The new elvtr. of the company is about completed.

Pierce City, Mo.—N. A. Kelly has taken over the elvtr. of John F. Meyer & Son. He will install feed grinding machinery in the fall.

Lowry City, Mo.—I am now with Colburn Bros. Milling Co., McPherson, Kan.—A. L. Myers, formerly with the Farmers Grain & Supply Co. here.

La Grange, Mo.—The La Grange Elvtr. Co. has completed the repairs on the elvtr. it recently bot, practically having remodeled the house. W. J. McPike is mgr.

Oregon, Mo.—Mail addressed to the Farmers Elvtr. Co. has been returned, marked "no such firm here." Recently reports advised that the company had been organized with Frank Morris as sec'y.

Eldorado Springs, Mo.—Eslinger Bros. of Cedar Springs bot the elvtr., mill and feed mill of the New Milling & Grain Co., formerly owned by J. W. Eddlemon, C. H. Cook and W. H. Melton.

Polo, Mo.—We will build our elvtr. some time before the 1922 crop is harvested. Did not build this year because no reduction in materials has been made. We will put up a small house, installing cleaner and mill and other modern machinery.—Polo Elvtr. Co.

Drexel, Mo.—The report that the Wilmoth Grain Co. had leased an elvtr. here was evidently in error. J. F. Braden, mgr. for the Farmers Elvtr., Merc. & Mlg. Co. writes: No new firms or old ones going out of business. Only one elvtr. here and we own and operate it. The report was an error.

Mexico, Mo.—New members of the Missouri Grain Dealers Ass'n are as follows: Farmers Elvtr. Co., Pilot Grove; Kuhlman-Meyer Mlg. Co., California; Farmers Feed & Grain Exchange, Armstrong; Fortescue Elvtr. & Mill, Fortescue; A. B. Harriman, Hughesville; T. J. Hedrick, Buckner; Blaker Lbr. & Grain Co., Amsterdam; Farmers Elvtr. Co., Smithton; Von Rump Grain Co., St. Louis; Continental Grain Co., St. Joseph; Ove F. Gorrell, Dresden; Farmers Elvtr. & Merc. Co., Oak Grove; R. O. Pixlee, Cameron; and J. M. Redd & Co., Dover; all of Missouri.—D. L. Boyer.

Carthage, Mo.—The report that E. W. Kidder was a member of the Cowgill & Hill Milling Co. was entirely wrong. The following direct report gives authentic information: Mr. Kidder was in our employ at one time as a sales mgr. and upon his resignation associated himself with another mill, whose office is in this same town and we understand later purchased an interest. In some manner the name of the other concern was confused with our own. The mill which is now making some improvements and enlarging its capacity is a plant that now has an output of about 200 bbls. and operates under the name of Morrow Mlg. Co. We believe they are going to increase their capacity to about 300 bbls. Mr. Kidder is not associated with us and our present capacity of 600 bbls. is not to be enlarged at time.—Cowgill & Hill Mlg. Co.

JEFFERSON CITY LETTER.

Jefferson City, Mo.—State Senate Bill No. 69, reported by the governor, contains the following provision: "Provided, that for the purpose of determining the amount of fee for license which shall be paid by any commission merchant, the following shall be excluded (a) grain and (b) live stock; and provided further that no bond or license shall be required of commission merchants dealing exclusively in grain or live stock."

Jefferson City, Mo.—The bill adding an additional inspector to the force under the State Grain Inspector and fixing the salaries of the various employees of the department, and providing them to receive anything in excess thereof, was ordered engrossed after considerable debate. The bill was introduced and fathered by Senator Blodgett. It was stated that the measure proposes to increase salaries to the extent of but \$2,150 a year and put an end to the payment of extra salaries from the private grain inspections.

Jefferson City.—The \$60,000,000 road bill was passed by the legislature by an overwhelming vote. The measure went thru the house by a vote of 129 to 2. A few minutes later it passed the senate by a vote of 28 to 0. The emergency clause was attached to the road bill by both houses, so it will go into effect on receiving the governor's signature. Governor Hyde was visibly pleased by the passage of the bill which provides for hard roads, either cement or gravel, thruout the state and does away with the mud. Farmers are jubilant as are grain men and all others who need good roads for business or pleasure.

ST. JOSEPH LETTER.

St. Joseph, Mo.—The Donahue Stratton Co., of Milwaukee, and John T. Fahey & Co., of Baltimore, have joined forces here and will operate as the Donahue, Fahey, Stratton Corp., which has been incorporated in Maryland for \$200,000. The corporation will engage in the general grain business here with John M. Flynn as mgr.

Contract has been let to the Burrell Engr. & Construction Co. for the erection of a 100,000-bu. reinforced concrete head house and working house to replace the wood structure of the Burlington Elvtr. which burned recently. There will be 2 receiving and 1 shipping leg and 4 receiving hoppers on the 2 tracks. A belt conveyor will connect the house with the storage tanks, also of concrete, which were not damaged in the fire. Equipment will include three 2,000-bu. Howe Hopper Scales with three 2,600-bu. garners above; a Eureka Cleaner; Eureka Clipper and Scourer; 500-bu. Ellis Drier with garners above and below; and complete dust collecting and sweeping equipment with compressed air blowers for cleaning the motors. Power will be furnished by individual electric motors. A concrete dust house with Eureka Dust Packers will be installed in connection with the plant.

KANSAS CITY LETTER.

Memberships are selling at \$11,000 including transfer fee.

J. K. Christopher is no longer with the Updike Grain Co. here. He is at present acting for E. W. Wagner & Co. of Chicago.

Geo. K. Walton, sec'y of the Nelson Grain Co., reported recently that entrance had been gained to the office via the coal chute route by thieves and \$300 in Liberty bonds and \$157.85 taken.

The following applications for membership in the Board of Trade have been made: John F. Sague on transfer from Chas. W. Avery; Frank O. Evarts from Harold A. Merrill, and Glen F. Hiltz from Oscar T. Cook.

At a recent meeting of the directors of the Board of Trade it was suggested that a night force be put on at the elvtrs. to keep grain moving and do away with the hazard of an embargo.

H. A. Birmingham is now connected with the Mensendieck Grain Co., but he will still continue to buy wheat for the Waggoner-Gates Milling Co., of Independence. He was formerly with the Moffatt Grain Co.

Geo. K. Walton, formerly sec'y of the Nelson Grain & Milling Co., has withdrawn from active participation in the business of that firm and will be mgr. of the wheat shipping department of the Hippie Grain Co., representing it on the floor of the exchange.

J. N. Dolley of Topeka has been appointed receiver of the Associated Mill & Elvtr. Co. on petition of E. L. Witkizer of Quinter, Kan., a stockholder, who alleged the company has been approaching insolvency. The company was promoted in 1919 with \$5,000,000 capital stock, of which \$2,500,000 has been sold, as a sort of co-operative producer to consumer concern, more than 4,000 Kansas farmers being stockholders. The assets are only \$800,000, and the liabilities include \$250,000 of unpaid claims. Besides more than 20 country elvtrs., the company was interested in three mills at Kingman and Sedgwick, Kan., and Kansas City, some of which, including the Liberty Mill at Kansas City, have not been completed, for lack of funds. Harry C. Nunn, former chief state grain inspector, is pres., and Paul Noble sec'y of the company.

ST. LOUIS LETTER.

St. Louis, Mo.—J. Paul Berger is now mgr. for the J. H. Teasdale Commission Co.

J. M. Hawkins has applied for membership in the Merchants Exchange on transfer from Wm. P. Connor.

MONTANA

Brady, Mont.—The elvtr. owned by Frederick F. Lewis burned July 11.

Sidney, Mont.—The elvtr. of the Farmers Merc. Elvtr. Co., is closed for repairs.

Glasgow, Mont.—Mail addressed to the Russell Milling Co., is returned marked "Unclaimed, no agt. here."

Woodside, Mont.—We are building an elvtr. at this station.—A. M. Benson, mgr., Equity Co-op. Ass'n, Corvallis.

Shonkin, Mont.—C. L. Krull, formerly mgr. for the McLean Elvtr. Co. at Square Butte, is now elvtr. mgr. for the Gallatin Valley Grain Co.

Kolin, Mont.—R. G. Stead, former mgr. for the Montana Elvtr. Co., moved away from here last fall and I do not know where he is at present.—H. L. L.

Raymond, Mont.—The Farmers Elvtr. Co. will rebuild its elvtr., burned July 1, 1919, according to present plans. Contract is to be let and work started at once.

Ryegate, Mont.—The elvtr. of the Farmers Elvtr. Co., has been repaired. The Columbia Elvtr. Co. is installing a dump and the Montana Elvtr. Co. will do so later on.

Square Butte, Mont.—Dan Corcoran has succeeded C. L. Krull as mgr. for the McLean Elvtr. Co. here. Mr. Krull will go to Shonkin to manage the Gallatin Valley Grain Co.

Bainville, Mont.—We have installed new cleaning machinery in our mill. We have an elvtr. capacity of 90,000 bus. and a 500-bbl. mill. C. H. Sannan is the agent's name, not Lannan, as listed in the new Rocky Mountain list, and C. W., not R. J. Jennison, is prop.—The Jennison Mills Co.

HELENA LETTER.

Helena, Mont.—J. C. Crites, receiver for the Montana Grain Growers, has announced that farmers holding grain storage receipts on the 22 elvtrs. of the company, will receive the first dividend of 10% on their claims within a few days, and that the amount distributed will be between \$20,000 and \$30,000. It is expected that \$42,500 of the \$75,000 bond of the company will be paid soon and will be available for settlement of claims.

Helena, Mont.—An order permitting J. G. Crites receiver for the Montana Grain Growers to re-sign leases with the Northern Grain & Warehouse Co., of Oregon, for the 22 elvtrs. of the defunct company in this state, was recently signed by Judge A. J. Horsky. Permission was also granted the receiver to pay interest and \$500 on the principal of a \$5,000 note held by the Attwood-Larson Co., of Duluth, and secured by a mortgage on the Billings Elvtr. of the company.

Helena, Mont.—The state department of agriculture, labor and industry has completed its plans and preparations for the stringent enforcement of all rules and regulations pertaining to the sale and handling of grain in Montana Elvtr. companies and grain handlers, who failed to comply with every requirement of the laws and regulations of Montana by Aug. 1, will thereafter be prevented from doing a cent's worth of business until they have so complied, it is alleged.

NEBRASKA

Fairbury, Neb.—A new power house is being built by the Fairbury Mill & Elvtr. Co.

Ellis, Neb.—Chas. Minnick who was mgr. for the Farmers Elvtr. Co., will move to Deshler.

Aurora, Neb.—C. E. Trump, of Wymore, has succeeded D. Endree as mgr. for the Central Granaries Co.

Norman, Neb.—The Farmers Union Co-op. Grain & Supply Co., incorporated for \$20,000 by Chris Anderson and others.

Ogallala, Neb.—Leypoldt & Pennington have installed motors in its elvtr. The W. H. Cramer Constr. Co. did the work.

Lincoln, Neb.—The Central Granaries Co., with a large number of elvtrs. in Nebraska and Kansas, has suspended business.

Grant, Neb.—The Farmers Equity Exchange is installing a new truck dump. The W. H. Cramer Constr. Co. has the contract.

Auburn, Neb.—I have leased the elvtr. of the Auburn Grain Co., and will operate it under the name of the N. C. Sorenson Grain Co.—N. C. Sorenson.

Loup City, Neb.—I have sold my interests here and am now with the Norris Grain Co., at Omaha.—J. C. Harden, formerly of the Taylor-Harden Grain Co.

Stella, Neb.—The elvtr. of Richard Knap, which we recently bot at McCandless (Nemaha p. o.), will be operated thro this office.—Ralph Garvills, mgr. for Harry Brenner.

Norton, Neb.—We opened an office here July 1 and will operate a grain merchandising wire under the management of O. B. Elliott.—C. Moritz Grain Co., Hastings, Neb.

Indianola, Neb.—On June 25 and adjacent building to the Indianola Equity Exchange mill caught fire and in turn started a blaze in the Indianola mill. The loss was small.

Schuyler, Neb.—We are reorganizing and increasing our capital to about \$250,000. The mill is still operating on old wheat, 65% capacity and doing a good business.—Wells-Abbott-Nieman Co.

Beverly, Neb.—The Equity Exchange is building a new elvtr. of cribbed construction. The Grain Dealers' Supply Co. has the contract.—Fred Fisher, mgr., Culbertson Equity Exchange, Culbertson.

Lyman, Neb.—I am building an elvtr. here in connection with my lumber and coal interests and hope to have the plant completed by the middle of September. All material bot except sheet iron siding and scales.—C. S. Young.

Culbertson, Neb.—The new elvtr. is done and we are buying Equity wheat every day and any other wheat we can get, too. Our cleaner is getting lots of service, as much of the wheat is smutty.—Fred Fish, mgr. Culbertson Equity Exchange.

Paxton, Neb.—The 15,000-bu. elvtr. for Pete Eginton has been completed by the W. H. Cramers Construction Co. It is of cribbed construction, ironclad and concrete hopped. The same company also repaired the elvtr. of the Farmers Elvtr. Co.

Sutherland, Neb.—The elvtrs. of the Sutherland Elvtr. Co. and the Lexington Mill & Elvtr. Co. have been repaired by the W. H. Cramer Constr. Co. which had the contract. The same company is installing a new Hall Distributor in the elvtr. of the Farmers Union Elvtr. Co.

Lincoln, Neb.—Farmers of the state have been warned by the state railway commission that in using co-op. elvtrs. as grain storage warehouses they are doing so at their own risk, bonds being no longer required since the amended warehouse law went into effect July 28. The law exempts co-op. elvtrs. from the bond.

Fremont, Neb.—The reorganization of the Nye-Schneider-Fowler Co. was accomplished at a meeting of the creditors and stockholders, held here Aug. 8. E. N. Mitchell of Lincoln succeeded Frank Fowler as pres. Creditors, it is reported, refused the company further credit unless Fowler should retire as directing head of the corporation. Paul Colson, Fremont, is vice-pres.; Emil M. Hahn, sec'y, and D. T. Davies, treas. Harry S. Byrnes, Omaha, and J. E. Phelan and L. N. Perrin were elected additional directors. Stockholders stated that Mr. Fowler was offered enough proxies to insure his re-election, but stepped aside in order to meet the wishes of the creditors.

Kramer, Neb.—John M. Gilmore, formerly gen. mgr. for the Farmers Elvtr. Co., was arraigned July 26 in a justice court at Lincoln, charged with embezzling and converting a \$300 check to his own use. Louis Meinke, pres. of the ass'n, signed the check. A shortage of \$5,500 in the funds of the company is charged in a report filed by an accounting company. Gilmore pleaded not guilty and was released on a \$1,000 bond.

OMAHA LETTER.

The Updike Grain Co. has taken over the 1,500,000-bu. elvtr. of the Nye-Schneider-Fowler Co. which is the second largest elvtr. in this city.

Omaha, Neb.—I have disposed of my interests at Loup City, Neb., and am now connected with the Norris Grain Co. here.—J. C. Harden, formerly with the Taylor-Harden Grain Co., Loup City, Neb.

Omaha, Neb.—The Grain Exchange will soon establish a school for the instruction of farmers in grain marketing. This school will be open to any one who may wish to attend it. There will be no tuition fee. Those who attend the school will be shown the inner workings of a grain exchange and thoroly instructed in modern methods of handling and merchandising grain. They will be shown how grain is weighed, inspected and graded, and how it is bought and sold. Farmers who may desire to take this course of instruction should address the educational com'te of the Omaha Grain Exchange.

NEW ENGLAND

North Adams, Mass.—The Potter Grain Co. is installing new scales.

Rockville, Conn.—We have let contract for the rebuilding of our elvtr. and warehouse.—Rockville Grain & Coal Co.

New Haven, Conn.—R. G. Davis & Sons incorporated for \$350,000 by R. G., H. H., and L. L. Davis. The company succeeds R. G. Davis.

Boston, Mass.—Potter & Wrightington have reincorporated as Potter-Wrightington, Inc. Capital stock is \$150,000. Jos. R. Byram, pres., Henry M. Thompson, treas., and A. M. MacDonald, clerk.—S.

Lower Mill, Mass.—Samuel Gannett, who entered the grain and milling business here in 1858, died at his home in Milton recently at the age of 87. He conducted the business for 50 years, retiring in 1908 since when he has not actively engaged in any business. He is survived by his widow and two daughters, and burial was at Milton.

Boston, Mass.—Edward C. Howlett, pres. of the E. C. Howlett Co. for many years, died recently at his home in Cambridge. He was a charter member of the Chamber of Commerce, organized in 1886 and previous to that time he belonged to the Corn Exchange, from which the present exchange was founded. He was well known in grain circles, altho he had not been active for some time due to illness.

Bedford, Mass.—By cutting a hole in the floor of the oats warehouse of Richard & Colt, Armand Tremblay, a 17-year-old boy, and some companions are said to have filled a dozen or more bags with oats, intending to sell them as soon as they got them from under the warehouse. The hole was plugged up for future use. The leader and boys were caught when they attempted to remove the bags at dusk.

Hartford, Conn.—After considering the matter for some time, the Conn. Agri. Exchange has at last been incorporated and has taken over the grain business and elvtr. of the Gerber-Northam Co. The plant includes 2 elvtrs. with combined capacity of 22 cars, equipped with loading, elevating and unloading machinery that will handle one carload an hour; machinery for grinding all grains, separate or mixed, mixing machinery and an automatic oat crusher. There are two spur tracks, one on either side of the elvtrs.

Middletown, Conn.—Jos. P. Wang and Clifford Blatchley, who have been with the Meech & Stoddard for many years, were taken into the firm at the last annual meeting and appointed sec'y and treas. respectively. Geo. T. Meech was again elected pres. and his sons, Harold M. and G. Ellsworth Meech, vice-presidents. The latter will remain in this territory while Harold will move to Red Wing, Minn., and manage the plant recently bot by the company there. The company is in its 51st year, and was organized by its president, now 77 years old, in 1871. He is still active in the business.

St. Albans, Vt.—Marion Menard, 8 years old, recently crawled under the loading platform of Cunningham & Co., with a dishpan to pick up oats for her chickens. The platform, containing from 2 to 3 tons of grain, suddenly collapsed, pinning her underneath. Altho the noise of the collapse of the platform was heard inside the store, no one gave heed to it and it was not until about a half an hour later that the accident was discovered by some passing women who noticed the hand of the youngster sticking out. When the grain was removed it was discovered that the child was lying face downward in the pan dead.

Middletown, Conn.—Harold M. Meech, who from boyhood has been associated with his father and brother in the Meech & Stoddard Co., was presented with a solid gold fountain pen by his associates in the office of the company recently, the occasion being his "goodbye" to them. He is now on his way, accompanied by his wife and his brother and wife, to Red Wing, Minn., where he will make his home as mgr. of the Red Wing Milling Co., recently purchased by the company. The trip will be made by automobile to Buffalo, N. Y., then by steamer thru the lakes to Duluth, Minn., and thence by motor again to Red Wing, Minn.

NEW YORK

Weedsport, N. Y.—We have succeeded J. T. Sheppard.—J. I. Johnston & Bro. (Mr. Sheppard was formerly prop. of the Brutus Roller Mills here.)

Oswego, N. Y.—Geo. Hunt, who bot the plant of the defunct Oswego Milling Co. some time ago, is one of the directors of the Ontario Milling Co. which has just been organized with a capital stock of \$100,000. Others interested are R. A. Downey, Allen Drake, A. E. Miner and E. B. Powell, all of this city; Frank A. Coles of Middletown, Conn., and Henry E. Lewis of Ballston Spa are also included, and Mr. Lewis, it is reported, is slated to be sec'y and gen. mgr.

BUFFALO LETTER.

Basil Burns, of Burns Grain Co., broke his leg June 21 at his summer home on the Canadian side. He was carrying a motor to install in a boat when he slipped and fell, the motor falling on his leg.—L. S. C.

J. Tallman Budd, for many years connected with the grain and elvtr. business here, died at the age of 73, July 21. Fifty years ago he was mgr. of the Niagara Elvtr. and later of the Kellogg Elvtr. He owned considerable property along the waterfront and was preparing to sell it to the city for improvements in the harbor. He was at all times greatly interested in harbor development.

NEW YORK LETTER.

Jos. M. Nugent has been appointed gen. mgr. in this country for the Van Waverens Grain & Import Co. of Holland. For the last year and a half he has represented the Liverpool Corn Trade News on the Produce Exchange.

A com'te from the Produce Exchange and one from the Chamber of Commerce recently inspected the new state grain elvtr. now under construction at Gowanus Bay, Brooklyn, N. Y. John S. Gaynor, supt. of terminals of the dept. of public works, conducted the party and said that every effort would be made to complete the \$2,500,000 house in time for the 1922 crops.

Jay Youngblood of the firm of A. P. Youngblood & Co. jumped from a window in his room on the 4th floor of a hotel in Philadelphia, July 22, and was instantly killed when he struck the pavement. The suicide is laid to his mental condition. He had suffered a nervous breakdown some time ago and had just left a sanitarium where he had been resting. Worry over the financial crisis of his company and his losses, especially in Cuban contracts, were the causes that contributed to the act. He was 40 years old and unmarried.

NORTH DAKOTA

Toronto, N. D.—Geo. Hjelen is now mgr. for the Farmers Co-op. Co.

Barlow, N. D.—A. E. Barko, not M. Barko, is our mgr. here.—Powers Elvtr. Co.

Sterling, N. D.—The Farmers Equity Elvtr. Co. will install new dumps and scales.

Stone, N. D.—I became mgr. for the Equity Exchange here July 1.—Theo. Switzer.

Grafton, N. D.—The Farmers Co-op. Elvtr. Co. suffered a small fire loss when lightning struck

Harmon, N. D.—The Harmon Merc. Co. has applied for a site for an elvtr. on the Nor. Pac. R. R.

Rutland, N. D.—H. A. Stagland is now mgr. for the Farmers Elvtr. Co. A. J. Hoel was mgr. its elvtr.

Blaha, N. D.—J. V. Fousek has succeeded Frank Dostel as mgr. for the Farmers Co-op. Elvtr. Co.

Barney, N. D.—The Farmers Elvtr. Co. will install electric motors in its 2 elvtrs. Guido Rudolph is mgr.

Hastings, N. D.—The Farmers Elvtr. Co. incorporated for \$50,000 by C. T. Peterson, O. T. Olson and others.

Halliday, N. D.—Am not in the grain business any more.—O. H. Braaten, formerly mgr. for the Farmers Elvtr. Co.

Minot, N. D.—C. C. Austin is mgr. of the office of the McDonald-Wyman Co. He was formerly with Nye, Jenks & Co.

Dunning (Maxbass p. o.), N. D.—The National Elvtr. Co. has let contract to T. E. Ibberson Co. for repairs and changes in its elvtr.

Hebron, N. D.—Frank Klien resigned as agt. for the Powers Elvtr. Co. and is now mgr. for the Farmers Elvtr. Co. at Beulah.

Underwood, N. D.—Our new elvtr. has been completed and we are handling grain.—S. A. Fritz, mgr. Farmers Elvtr. & Merc. Co.

Rhame, N. D.—The Farmers Union, whose elvtr. was badly damaged by a windstorm recently, has petitioned the R. R. for an elvtr. site.

Beulah, N. D.—Frank Klien, formerly mgr. of the Powers Elvtr. Co. at Hebron, is now mgr. of the Farmers Elvtr. Co. here. Edw. Gentz was formerly mgr.

Tenvik, N. D.—H. Coplaugh has succeeded M. J. Pridt as mgr. for the Farmers Elvtr. Co. Mr. Pridt will go into business on his own account at Hazen.

Port Emma, N. D.—The elvtr. of the Northwestern Elvtr. Co. was picked up by the wind during the tornado of July 2 and planted on the Ry. tracks, 250 ft. away.

Wild Rice, N. D.—John Tompt, mgr. of the Farmers Elvtr. Co., has resigned and is now mgr. for the Co-op. Grain Co. at Cogswell.—I. W. Overton, Webster, S. D.

Harvey, N. D.—We find that we can not reorganize this year, but must next year. Alex. Wallace is now pres., and J. F. Strauss, sec'y.—Wm. Lamb, mgr. Farmers Co-op. Ass'n.

Binford, N. D.—The Binford Grain Co. has been organized by L. Amundson and J. A. Knapp and has bot the elvtr. of the Great Western Elvtr. Co. Mr. Amundson has been with the Monarch Elvtr. Co. for 9 years.

Stirum, N. D.—Our elvtr. was completely wrecked by a recent cyclone here, but we now have a new house under construction. T. E. Ibberson Co. has the contract.—Geo. A. Cuffe, mgr. Stirum Grain Co.

Armourdale (Rock Lake p. o.), N. D.—The Northland Elvtr. was dismantled and rebuilt at another point on the main line of the Soo. Oscar Hudpala has resigned as our manager and is now in N. W. Canada where he is interested in a gold mine. Emil C. Umbreit of Medicine Lake, Mont., is now our mgr.—Armourdale Equity Elevator Co.

Cogswell, N. D.—I have resigned my position as mgr. of the Co-op. Grain Co. here and have accepted a position as mgr. of the Equity Elvtr. & Trading Co. at Webster, S. D. John Tompt, former mgr. of the Farmers Elvtr. Co. at Wild Rice, N. D., has succeeded me. Max F. Bales has succeeded J. T. Finch, deceased, as mgr. for the Osborne McMillan Elvtr. Co.—I. W. Overton.

Medina, N. D.—The Medina Milling Co., operating a large elvtr. and a 100-bbl. mill, filed a voluntary petition in bankruptcy July 20. The petitioners were J. H. Doly, pres., and Wm. F. Hedge, treas., of the company. Liabilities are scheduled at \$90,900.35, of which \$450 is unpaid taxes and the rest unsecured claims. Assets consist of real estate holdings amounting to \$25,000.

Turtle Lake, N. D.—The elvtr. of the Occident Elvtr. Co. was struck by lightning during a heavy electrical storm, July 26, and was a total loss, as were the elvtrs. of the Farmers Elvtr. Co. and the Andrews Grain Co., both catching fire from the Occident house. The elvtr. of the Regan & Lyness Co. also caught fire, but heroic efforts saved it. The loss is estimated at \$75,000.

Argusville, N. D.—The elvtr. of the Producers Mill & Elvtr. Co. burned recently with a loss of \$36,000, partly covered by insurance. Three other elvtrs. were endangered and caught fire several times but quick work and the fact that the wind shifted saved them.

Guelph, N. D.—The elvtr. of the Northwestern Elvtr. Co. was damaged by the recent wind storm thru this section, part of the roof being blown off. The Farmers Elvtr. Co. suffered more severely. The driveway was blown off and the elvtr. and office badly damaged. The company has let contract to D. F. Hoag & Co. for repairs and will soon be in shipshape order again.

Ludden, N. D.—The elvtr. of the Ludden Co-op. Co. was completely destroyed when a tornado struck this town recently. Work started July 20 on the reconstruction of the elvtr. The new elvtr. will be re-built on the old foundation, using as much of the old material as was saved. House to be 5 ft. higher than the old one and 3 bins added over the driveway. Two legs instead of one. House to be completed by Aug. 20, 1921. D. F. Hoag & Co. have the contract. The elvtr. of G. W. Van Dusen & Co. was also completely wrecked but no word as to rebuilding has been received.

OHIO

Seville, O.—Wm. C. Foot, formerly of Monroeville, is now mgr. for the Seville Elvtr. Co.

Genoa, O.—The elvtr. of the C. A. Powers Grain Co. has been closed for the last 2 months.

Ashville, O.—The Ashville Grain Co. is contemplating the covering of its elvtr. with iron siding.

Erin (Fremont p. o.), O.—The Farmers Elvtr. & Supply Co. has increased its capital stock to \$100,000.

Toledo, O.—Campbell Meeker and John B. Bozeman have applied for membership in the Produce Exchange.

Wooster, O.—The Orrville Milling Co. has closed its plant and will continue the business here permanently.—C. M. D.

Kansas, O.—Arthur B. Powell, who has been the silent partner in Mitchell & Powell at this station, will take an active interest Sept. 1.

Monnett, O.—The Monnett Elvtr. Co. incorporated for \$40,000 by Geo. White, L. R. McNutt, K. S. Graham, J. G. Carmean and J. I. Milliken.

Fayette, O.—Lightning recently started a fire in the elvtr. of the August Bros. It was extinguished in a hurry and the loss was therefore small.

West Unity, O.—H. C. Dachsteiner has bot the elvtr. of E. E. Kelley & Co. at Waldron, Mich., and is now in possession. Wm. E. Gorsuch is mgr.

Marysville, O.—The elvtr. of Spurrier Bros. was struck by lightning July 28 but the damage was slight because the fire was put out very quickly.

Oakland Sta. (Middletown p. o.), O.—W. C. Ihle is sec'y-treas. and F. W. Compton, pres. of the Oakland Grain & Lbr. Co., successors to the Oakland Grain Co.

Bellevue, O.—Henry Young, attorney of Norwalk, has been appointed trustee in bankruptcy for the Bellevue Flour Mills Co. The company operated an elvtr. also.

Upper Sandusky, O.—I resigned as mgr. for the U. S. Commission Co. July 1 and am now with Henry L. Daugherty & Co., investment brokers, etc.—R. H. Wilson.

Pleasant Corners (Grove City p. o.), O.—I have sold my elvtr. here to Gwinn Bros. & Co. of Huntington, W. Va., and it is now being operated by J. M. Nantz.—Geo. B. Borrer.

Cavett, O.—C. H. Bitner of Pollock & Bitner, operating a grain elvtr. here, has sold his half interest to C. G. Heist, Penna. agt. of Delphos, O., and the firm of Heist & Pollock succeeds Pollock & Bitner at Cavett.

Brookville, O.—H. A. of Eaton, J. A. of Vandalia and Dr. W. P. Keplinger, of Dayton, have organized the Keplinger Grain Co., and have taken over the elvtrs. of Baker & Kilmer, here and at Dodson, this city p. o.

Bucyrus, O.—H. A. Oberlander, former mgr. for the Bucyrus Equity Co., has brot suit against the company for \$31,000 which he claims is due him. The books have been audited twice but no agreements have been reached regarding his claim. T. E. Drityis now mgr.

Chillicothe, O.—The Farm Bureau has leased the concrete elvtr. at Camp Sherman, known as the Weidinger Elvtr., and will endeavor to form a co-op. company to operate it. G. S. Cannon is sec'y of the Farm Bureau.

Orient, O.—The following is the correct information in reference to the change in the affairs of the Orient Grain Co. here. The Orient Grain Co. was formerly owned by Sark, Plum & Graham. The two-thirds interest of Sark & Plum was purchased and is still owned by Robert B. Snow, the Heffner Grain Co. not being interested financially or otherwise in the transaction. Graham retains one-third interest, with Snow having two-thirds interest. Mr. Graham will continue to operate the elvtr., but the selling will be done by Robert B. Snow, who has his office at Circleville, O.

Middle Point, O.—H. G. Pollock is well known to the grain and hay trade in northwestern Ohio, and in fact all the Southern, Eastern and Central states. His firm has been an extensive buyer and shipper of grain, hay and straw through the Eastern, Central, Southeastern and Southern states for the past 20 years and he is known from Jerusalem to Jerico as hailing from "the Egypt of North America, the land of milk and honey," where the rainbow comes down in Van Wert County. H. G. Pollock, mgr. of the Pollock Grain Co., will continue the wholesale hay and grain business in the future as in the past at Middle Point, O.

Waynesfield, O.—The Eastern Auglaize Co-operative Co., operating elvtrs. at this place and New Hampshire, has been placed in the hands of W. T. Copeland of Wapakoneta as receiver. On notes indorsed by the directors the company is said to have borrowed \$89,000. The valuation placed on the plants is \$22,000. Three of the directors of the company individually have been forced into bankruptcy. The total loss is said to amount to over \$50,000. When applying for the receivership the directors stated the liabilities to be \$90,000 and the assets \$75,000. The company was organized only about a year ago with 204 farmer stockholders who subscribed \$23,960.

Paulding, O.—Wm. Gillin sold his grain, hay and coal business to Pollock & Bitner of Cavett and retired July 18. Pollock & Bitner took possession on the 18th and the firm is known as Bitner & Pollock of Paulding. Mr. Bitner will make Paulding his future home. The farmers in and about Cavett were very sorry to lose Mr. Bitner. Mr. Bitner operated the elvtr. for Pollock & Bitner in Cavett for 3 years and he gained many staunch friends, but they will find in Mr. Heist, who bot his interest, a young man with plenty of push and pep and no doubt will fill the place made vacant by Mr. Bitner to their satisfaction. Mr. Bitner has conducted a very successful business in Cavett and we anticipate that Paulding will be very much pleased to receive such a genial gentleman.

OKLAHOMA

Cordell, Okla.—K. L. Jones is the new mgr. for the Farmers Co-op. Ass'n.

Cushing, Okla.—The Commonwealth Oil Co. is building an elvtr. here.—J. F. A.

Verden, Okla.—The Wichita Flour Mills Co. is making extensive repairs in its elvtr.—J. F. A.

Laverne, Okla.—J. W. Duvel, formerly agt. for the Sappington Grain Co., is now located at Roswell, N. M.

Frederick, Okla.—I am now operating only at this point, Chattanooga and Hollister. Have sold all the other houses.—G. G. Black.

Shattuck, Okla.—We have only 2 elvtrs. left now, one here and the other at Higgins.—Garlach-Higgins Milling Co., by E. A. Nippold.

Elk City, Okla.—The Farmers Milling Co. has cleared away the debris of its plant burned Mar. 1. and has a new elvtr. under construction.

Haskell, Okla.—The Marston Mill & Elvtr. Co. has sold its old mill building, which will be remodeled and put into condition by its new owners.

Jet, Okla.—The report that we had sold our elvtr. was a mistake. We still own the house and operate as before.—C. H. Stevens, Stevens Grain Co.

Kingfisher, Okla.—I have resigned from the Farmers Elvtr. Co. and have bot an elvtr. from the Kingfisher Milling & Elvtr. Co. I have placed D. K. Sterrett in charge of the elvtr.—Otto Zalabak.

Oneda, Okla.—Wm. Hall, H. M. Ware, L. Kelley and other local men have formed a company and have bot the elvtr. of the Oneda Equity Exchange.

Billings, Okla.—The Farmers & Merchants Elvtr. Co. has bot the elvtr. of the Canadian Mill & Elvtr. Co. of El Reno, which it operated here under the name of the Enid Milling Co.—Wm. Hayton, mgr.

Muskogee, Okla.—Armstrong & Vann are remodeling the warehouse formerly occupied by the Atkinson Hay & Feed Co. The company is building and buying elvtrs. and will operate them in connection with its cotton gins.—J. D. Andrews.

Woodward, Okla.—Ira Spurlock, of the J. H. Spurlock Grain Co., was instantly killed July 20, when a freight train crashed into the automobile he was driving over a crossing in the city. He was 35 years old and well known to the grain trade.

Kiowa, Okla.—The Service Grain Co. is the name that will be used by Chas. E. Warner, of McAlester, who has leased the property of the Public Service Gin & Elvtr. Co. and will operate it. Offices will be maintained in the 1st National Bank Building.

Ninnekah, Okla.—The elvtr. of the Ninnekah Grain & Elvtr. Co., containing 3,000 bus. of wheat, burned recently with a loss of \$7,000. The only insurance was on the grain and amounted to \$1,500. A hot box caused the fire, but the house will be rebuilt at an early date.

Enid, Okla.—The writer who for several years, up to June 1920, was owner and mgr. of the White Grain Co., at Enid, and since June, 1920, up to May of this year interested with the Bruce Bros. Grain Co. of Kansas City, has returned to Enid and opened a grain business under the name of Ben U. Feuquay and will do a general merchandising grain business.—Ben U. Feuquay.

OKLAHOMA CITY LETTER.

R. B. Brown is now our bookkeeper and general office mgr.—Cherokee Grain Co.

R. Mugg is rapidly recovering from an appendicitis operation. He is connected with the W. B. Stowers Grain Co.

The Hardeman King Co. is planning to build a grain elvtr. and a meal and poultry feed plant. Plans and specifications for building and equipment are very near complete.—J. F. Andrews.

The plans for the 1,250,000-bu. terminal elvtr. for this city have been temporarily abandoned because of the stringency of the money market, according to P. L. Jacobson, sec'y of the Oklahoma Terminal Elvtr. Co.

C. T. Alexander, formerly sales mgr. for the Yukon Mill & Elvtr. Co., and P. L. Jacobson, formerly of the Marshall-Jacobson Grain Co., which later became the Jacobson Grain Co., have formed the Alexander-Jacobson Co., to deal in grain, flour, etc., and to buy for the Sun Grain & Export Co., of Guthrie and the Clement Grain Co., of Waco.

OREGON

PORTLAND LETTER.

The Public Dock Commission has ordered alterations in the 1,000,000-bu. Municipal Elvtr.

Henry Albers, for many years head of the Albers Bros. Co., who retired a number of years ago, died July 27, blind, paralyzed and insane. He was convicted in the lower courts on the charge of espionage during the war, but the Supreme Court recently set aside the conviction and ordered a new trial.

The Northwestern Dock & Elvtr. Co., affiliated with the Northern Grain & Warehouse Co., has leased 70 elvtrs. and warehouses from the Seattle Grain Co., a subsidiary of the Centennial Milling Co., headed by Moritz Thomson. The approximate capacity of the warehouses, etc., is figured at 5,750,000 bus.

Portland, Ore.—The Northwestern Wheat Growers Ass'n, the Washington Wheat Growers Ass'n, and the growers' ass'ns of Idaho and Montana have opened offices in the Railway Exchange with G. A. Westgate as mgr. The same ass'ns will be located in the Hoge Building at Seattle with Fred Jecklin in charge.

A com'te of the directors of the Albers Bros. Milling Co., namely, John W. Edmiston, H. H. Fair and George Albers, has recommended to the shareholders a plan of refinancing which probably will be adopted. The plan is to form a holding company, which will probably be in-

incorporated under the laws of Delaware for \$1,500,000 and the sale of first lien 8 7/8 bonds. The holding company will be called the Albers Milling Co. The company's trial balance for February showed a deficit of \$651,327. No dividends have been paid by the company during the past year. Moritz Thomsen of Seattle was recently elected pres. of the company. The company has plants at Portland, Ore.; Seattle, Tacoma and Bellingham, Wash.; San Francisco, Los Angeles and Oakland, Cal., and Ogden, Utah.

PENNSYLVANIA

McVeytown, Pa.—H. O. Andrews, of Mapleton, Pa., has bot the grain warehouses and mill of Andrew Rogers, near here.

Pittsburg, Pa.—Richard R. Brown, senior member of Morris Brown & Co., and well known to the grain business here, died recently after an illness of several years.

SOUTH DAKOTA

Kimball, S. D.—A. Shadbolt has succeeded W. F. Conway as mgr. for the Farmers Co-op. Union.

Wessington, S. D.—Ira McCort, of Frankfort, has succeeded Wm. Butler as mgr. for the G. W. Van Dusen Co.

Chelsea, S. D.—The Chelsea Grain Co. incorporated for \$35,000 by W. H., J. H., and Geo. B. Bockelheide.

Verdon, S. D.—The elvtr. of G. W. Van Dusen & Co. will be closed for the season on account of short crops.

Oneida, S. D.—J. S. Foster, mgr. for the Sully Co. Ass'n, was for 7 years asst. mgr. for the Farmers Elvtr. Co., at Durant.

Belvidere, S. D.—S. W. White has leased our elvtr.. The farmers have not organized yet but expect to later.—Hanskutt & Co.

Crandall, S. D.—R. M. Rasmussen, formerly mgr. of the Farmers Elvtr. Co. at Beebe, is now mgr. of the Farmers Elvtr. Co. here.

Webster, S. D.—I am now mgr. for the Equity Elvtr. & Trading Co., here.—I. W. Overton, formerly mgr. for the Co-op. Grain Co. at Cogswell, N. D.

Beebe, S. D.—Peter Schulz has succeeded R. M. Rasmussen as mgr. of the Farmers Elvtr. Co. Mr. Rasmussen is now mgr. of the Farmers Elvtr. Co. at Crandall.

Oldham, S. D.—Bob Fruen, mgr. for the last 3 years of the office of Hallet & Carey Co. at Sioux Falls, has bot the elvtr. of W. I. Thompson and will operate it.

Sinai, S. D.—The Farmers Shipping Ass'n and the Farmers Elvtr. Co. have consolidated and will operate the elvtrs. of both companies as the Sinai Elvtr. Co.

Brandt, S. D.—S. E. Johnson has resigned as mgr. for the Farmers Elvtr. Co. Wm. Reinstra has succeeded him. Mr. Johnson will be out of the grain business at least for the present.

Langford, S. D.—The Olson Grain Co., whose elvtr. burned recently when 2 other houses were destroyed, has bot the elvtr. of the Brown County Farmers Elvtr. Co. R. V. Olson is mgr.

Canova, S. D.—The new 15,000-bu. elvtr. of the J. J. Mullaney Co., replacing the house burned last October, is now under construction. Frost & Grothe have the contract.—H. Leuth, mgr. Canova Farmers Elvtr. Co.

Langford, S. D.—It was recently reported that the elvtr. of the Empire Elvtr. Co. here was one of the 3 destroyed in the fire the latter part of July. L. K. Likens, agt. for that company, writes: Our elvtr. did not burn.

Seneca, S. D.—The cupola of the Farmers Elvtr. Co. was wrecked, the leg badly damaged, the driveway torn off and an outside scale ruined in a recent tornado. The elvtr. of G. W. Van Dusen & Co. and its coal sheds were badly damaged.

SOUTHEAST

Jackson, Miss.—W. D. Hannah, pres. and gen. mgr. of the Hannah Distributing Co., is dead at his home in this city. For a number of years he was with the Cudahy Packing Co., but retiring from this company, he entered the grain brokerage business in partnership with the late P. L. Brittain, and in 1904 he became associated with the Pfeffer Milling Co., of Lebanon, Ill., and established the Hannah Distributing Co. He is survived by his wife and 3 children.

TENNESSEE

Nashville, Tenn.—The foundations for the new municipal terminals are about completed. The terminals will include an elvtr.

Covington, Tenn.—The Covington Grain Co. incorporated for \$25,000 by John Howe, J. N. Covington, Harry A. Luck, and others.

Knox City, Tenn.—We are out of the grain business and have been succeeded by the Knox City Grain Elvtr. Co.—J. H. Davis, of J. H. Davis Elvtr. Co.

TEXAS

Hillsboro, Tex.—The Crouch Grain Co. has moved from here to Midland.

Coleman, Tex.—The Wilson Grain Co. is building a new office and warehouse, 25x100 ft.

Waco, Tex.—The J. G. Smith Grain Co. incorporated for \$20,000 by J. G., T. I. and E. J. Smith.

Dallas, Tex.—We have been out of the grain business for some time.—E. A. Johnson, E. A. Johnson Co.

Dallas, Tex.—Mail addressed to O. A. Grubb, chief grain inspector here, is returned marked "Unclaimed."

Gilmer, Tex.—The Dyke Grain Co. has completed its new iron clad warehouse and is now operating it.

Whitewright, Tex.—The Sears Grain Co., I understand, has been re-organized and incorporated.—Lester Haile.

Mount Pleasant, Tex.—J. Russell and B. Cargile have bot the interests of W. G. Russell and S. F. Nelson in the Nelson-Russell Co. and will operate as Russell & Cargile.

Celina, Tex.—The offices of the Phoenix Elvtrs., formerly of Sherman, Tex., have been moved to this city and the company will in future operate as the Celina Mill Elvtr. Co.—B. F. Smith, gen. mgr.

Gatesville, Tex.—I have leased the elvtr. of the Coryell County Elvtr. Co. J. B. Woolverton will be mgr.—Wm. Clay, Stephansville. (The elvtr. was leased by the Guaranty State Bank, which had taken it over.)

Higgins, Tex.—Repairing of the elvtrs. here will begin this month. W. F. Peugh, former mgr. of our company, was checked out in March and I was on duty at the old stand, July 1.—W. V. Carr, mgr. C. B. Cozart Grain Co.

Fort Worth, Tex.—C. M. Carter, pres. of the Carter Grain Co., Bay City, has applied for membership in the Grain & Cotton Exchange and will open an office in the Neil P. Anderson Building. H. D. Wallace will be mgr. at Bay City.

Texas City, Tex.—The Texas City Terminal Co. has spent \$50,000 in repairs on its elvtr. and now has an increased loading capacity of 18,000 bus. per hour. The elvtr. was idle for 10 days while repairs were made but is again operating.

Seymour, Tex.—The capacity of our elvtr. here is 25,000 bus. Our warehouse, 25,000 bus., and our coal bins 1,000 tons. We contemplate the installation of a truck dump and track scale soon. I am mgr. of the company here, of which G. D. Rigsby, who also owns an elvtr. at Burkburnett, and myself are owners.—F. E. Rigsby, mgr. Rigsby Grain Co.

Galveston, Tex.—A 400-ft. extension will be built to the shipping and conveyor gallery of the Sunset Elvtr. The extension will be provided with sacking machinery to permit the sacking of grain at the time of loading into vessels, and it will also allow the docking of an additional boat. Material is now being assembled for use in the work.

UTAH

Tremonton, Utah.—The Mutual Fuel & Grain Co. incorporated for \$5,000 by A. L. Wright and others.

Brigham City, Utah.—W. W. Wilde has succeeded W. J. Black as mgr. for the Brigham City Roller Mills.

Ogden, Utah.—Grading and standardization of grain grown in this state will be carried out by the state department of agriculture. Inspection will be in this city where an inspection office has been opened. Fee for sampling has been fixed at \$1 per sample with 75c for inspection.

WASHINGTON

Tonasket, Wash.—The Tonasket Warehouse & Milling Co. has increased its capital stock, which is now \$100,000.

Seattle, Wash.—G. A. Carmody and W. J. Macdonald compose the Grain Com'te of the Merchants Exchange.

Chehalis, Wash.—We have succeeded the Chehalis Grain Co. and are incorporated for \$25,000.—Chehalis Grain & Fuel Co.

Spokane, Wash.—Herman H. Jasmann, mgr. for the White-Dulany Co. at Odessa, has been promoted to the company's office here and will succeed A. R. Mead.

Odessa, Wash.—Herman H. Jasmann, mgr. for the White-Dulany Co. here, has been promoted to the office at Spokane where he will be mgr. John C. Jantz, formerly mgr. at Ruff, will succeed him here.

Oakesdale, Wash.—The elvtr. of the Crow-Robinson Co., containing 18,000 bus. of grain, burned at 9 p. m., July 23. The fire was beyond control when discovered. The building and machinery are a total loss, amounting to about \$20,000 with an insurance of \$10,000. The grain was also partially insured. It was the only elvtr. in this vicinity handling bulk grain and will be rebuilt as soon as possible.

Colfax, Wash.—The Neil Bros. Grain Co., of Spokane, has opened an office here. The company has also acquired a lease on the warehouse and elvtr. of the Community Milling Co. at Endicott and it recently bot a mill at Winona. C. E. Kyle, of Pullman, has been appointed mgr. of the new office and will have charge of the territory, including the mills at Endicott, Winona, Rosalia, Colton, McCoy's and North Pine.

WISCONSIN

Cylon, Wis.—Art Martin has succeeded Tom Riley as mgr. of the Cylon Elvtr.

Sharon, Wis.—A. S. Peters of Brooks has bot the elvtr. and mill of A. C. Chester.

Richmond, Wis.—Thornton Feed & Grain Co. incorporated for \$10,000 by F. A. Draper and others.

Racine, Wis.—Belle City Milling Co. incorporated for \$25,000 by Nathan and Alton Halbert and Edward Davidson.

Bancroft, Wis.—The Bancroft Co-op. Ass'n incorporated for \$6,000 by Wm. H. Rogahn, C. Brady, Jr., and others.

Wausau, Wis.—The Central Wisconsin Seed & Grain Co. incorporated for \$25,000 by F. A., A. D. Draper and Geo. J. Leicht.

Beaver Dam, Wis.—Louis J. Lange and L. J. Hartzheim have bot the elvtr. of J. Stellmacher & Son who have owned it for about a year.

Hartford, Wis.—The old malt and grain elvtr. of the Portz Malting & Grain Co. has been sold to Aug. Westphal and will be converted into a milk and dairy plant.

Sturgeon Bay, Wis.—Our fire was confined to a warehouse building. Cause unknown; loss on building \$3,600, insurance \$7,200; no loss on grain. We are rebuilding it now.—Teweles & Brandeis.

MILWAUKEE LETTER.

The rate of interest on advances for August is 7 1/2% as fixed by the Board of Directors of the Chamber of Commerce.

When police and detectives employed by the Updike Grain Co. entered the homes of 11 families in vicinity of the elvtr. recently they recovered almost 2 tons of stolen wheat and 800 bus. of corn which had been stolen from the elvtr. Seven persons are said to have been placed under arrest for theft.

The board of directors of the Chamber of Commerce has decided that in sending out bids to interior points for grain to arrive, where the person receiving such bid is entitled under the provisions of Section 7 of Rule 32 to a division of commission charges on consignment or to arrive sales, a deduction shall be made equal to the commission rate to which he is entitled.

WYOMING

Ranchester, Wyo.—We have no elvtr. at this station, loading grain direct into cars.—Earl C. Weed, buyer for J. W. Denio Mfg. Co.

Sheridan, Wyo.—The Northern Mill & Elvtr. Co. has been organized with a capital stock of \$200,000 and will operate the plant of the Sheridan Milling Co.

Supply Trade

North Platte, Neb.—Business is looking a little better for us and we hope it will continue to improve.—W. H. Cramer Const. Co.

Cleveland, O.—When copper reached the price of 11.75c and 12c on Aug. 7, it touched its lowest level in nearly twenty years, excepting for a short period in 1914.

Middletown, O.—The American Rolling Mill Co. has registered its triangular design thru which is written the word "Armco" as its trade mark No. 132,284, for use on Armco products.

Richmond, Ind.—Draver Bros. have announced the sale of their feeder business, consisting of patents, patterns, good will, machinery, material, stock and orders on hand to the B. F. Gump Co.

A national advertiser recently advised the U. S. Chamber of Commerce as follows: We have taken no steps to reduce our advertising space, as it is our feeling that it is false economy to cut down advertising at a time when business is in need of a stimulant to keep it alive.

St. Paul, Minn.—Elevator operators will be interested in the Wonder Grain Cleaner and Conditioner just put on the market. It has several points that recommend it to the elevator operator, chief among them being its moderate cost, its small size and efficiency. It was invented by B. Mettler.

New York, N. Y.—Further settling of steel prices has come and in some products the downward movement has been rapid. Informal announcement has been made of a \$1.75 price for steel bars, \$1.85 for plates and structural shapes, and a \$3 per ton cut below the July 5 schedule has been made by several independent producers.

Chicago, Ill.—The Inland Steel Co., the leading independent steel interest in the Chicago district, on Aug. 8 announced an advance of \$1.50 a ton on its No. 2 foundry iron. The new price is \$20, Chicago. This announcement is of importance in that it shows clearly that producers throughout the country are taking a definite stand against further lowering of prices.

Chicago, Ill.—Two independent steel manufacturers in the Chicago district, in an endeavor to get some of the business available in that section, have eliminated the Pittsburgh basing policy. In view of this action by independent companies to eliminate the long established policy, it is believed the Federal Trade Commission will finally decide the case, which was reopened, in favor of the consumers.

"GRAIN ELEVATORS" is the descriptive title given by the Weller Mfg. Co. to its new catalog No. 35L, which is now available for distribution to readers of the Journal who are interested in equipping grain handling plants with labor saving machinery. The book is devoted in its entirety to descriptions, illustrations, specifications and prices of grain elevator equipment. The treatment of the subject is thoro and the catalog will make a useful addition to any grain elevator operator's reference library.

THE RECENT ADVANCE in the Argentine exchange is equal to an advance of 11 cents per bushel in the price of Argentine wheat. The price on July 26 therefore was equivalent to \$1.89% c. i. f. Europe. On the same date American Gulf wheat was worth \$1.54 in the United Kingdom and \$1.57 on the continent.

PORTUGAL'S wheat requirements for the present year will be 200,000 tons in excess of its own production according to Consul General Hollis of Lisbon. In Portugal the grain and milling trade is still under the control of the government. Flour mills are permitted to mill grains only in the proportions specified by the government. Bakers can bake only certain kinds of bread and the prices are controlled by government decree.

IN ITALY the unfinished business of the dissolved Italian Food Ministry, which had control of the grain trade, is being handled by the Ministry of Finance.

Bill to Increase Patent Office Expense.

A bill, H.R. 7077, has been introduced in the House of Representatives by Representative Lampert providing for increases in the salaries of the employees of the Patent Office and an increase in their number.

The salary of the Commissioner of Patents is increased from \$5,000 to \$6,000, that of the assistant commissioner from \$3,500 to \$5,000; five examiners in chief from \$3,500 to \$5,000. Two examiners of interference are increased from \$2,700 to \$5,000. Principal examiners are increased from 43 to 48 and their salaries from \$2,700 to \$3,900. The number of assistant examiners is increased from 344 to 400. At present all the examiners receive \$2,400, while the bill will grade them up to \$3,300.

All the fees are left the same except that the old fee of \$15 is raised to \$20 on filing each original application for a patent; and 25 cents additional for each additional patent in recording assignments.

Instead of increasing the personnel and their salaries the office should be reorganized on the basis of performing no labor not required by the inventors. This would cut off three-fourths of the expense, and give better pay to the few employees remaining.

The present immense amount of labor is based upon an erroneous conception as to the value of the findings of the examiners. If the government guaranteed the inventor anything based on the findings of the examiners their studies would be valuable; but the inventor who has gone thru the Patent Office mill has only one thing, a record of the fact that on a certain date he had conceived a certain invention. The benefit he received is not even as much as received by the buyer of real estate who goes to the office of the county recorder of deeds and has his title put on record. The recorders of deeds do not investigate the validity of titles sought to be recorded and their work is done at an expense of fifty cents or a few dollars per title and on this basis the patent office could issue a patent for \$5, which would cover all engravings and clerk hire.

The examiners put in just as much labor on a crank idea that never proves of commercial value as they do on an invention that proves itself to be so valuable that its validity is contested in the courts. This recourse to the courts must be had on every valuable patent, as no one recognizes an examiner's findings as having any conclusive force. Why heap up so much clerical work at public expense when it has no value?

To Study Grading Problems in the Northwest.

To study the grading problems of the northwest the Sec'y of Agriculture has announced that a practical miller and a practical economist each with the necessary assistants are to tour the northwest to learn the problems of grading during the movement of the new crop of wheat. The studies are all to be made with a view of showing how the grades can be arranged so that they will reflect the milling qualities of the wheat to the grower.

The investigators will watch the applicability of the various grades at the country elevator and will follow the wheat thru its several transactions until it reaches the mill. At all stages of the movement practical men are to be called to assist in the investigation.

Others will thoroly study the grades and will attempt to determine the cost of milling flour from various weights of wheat. Other experiments will be made on the quantity and quality of the flour made from the various grades.

This work is being carried on because of the appeal made by Minnesota politicians during the spring for the Sec'y of Agriculture to change the standards for wheat. At that time Sec'y of Agriculture Wallace promised a thoro investigation of the present standards and the criticisms against them.

The July Rye Deal.

Rye is a cereal not grown extensively in the United States, and the volume of trade in the futures is so small that it easily corners itself. This happened at Chicago in July when delivery had to be made on contracts for 3,000,000 bushels of rye bought several months ago by the Hansen Produce Co., of New York, for export.

The visible supply of rye at Chicago July 30 was only 161,000 bus., and in the whole United States 1,346,000; against 2,555,000 bus. a year ago.

During the week July rye sold above \$1.30 at Chicago, and closed July 30 at \$1.32½, the top. July rye was only \$1.23% on May 31, when May rye sold at \$1.68½ and May wheat at the top of \$1.87.

Ordinarily No. 3 rye sells one cent under No. 2, having nearly the same intrinsic milling value; but under the special demand for the contract grade No. 2, the No. 3 was left behind, selling July 29 at a discount of 6 to 15 cents.

On Aug. 1, the deal being over, contract rye sold at \$1.10, and No. 3 at \$1.07.

Some defaults were made in delivery and to name the settling price a com'te was appointed consisting of C. H. Canby, R. A. Schuster and L. N. Perrin.

After several days a private settlement was reached on 70,000 bus. at \$1.28.

Storage Contract for Missouri.

D. L. Boyer, sec'y of the Missouri Grain Dealers' Ass'n, has received a number of letters indicating that country shippers were getting many inquiries from farmer customers about storing wheat for them. At recent local meetings this was discussed and it was suggested that the Ass'n put out a contract and try to get everyone to use it so that there would be a uniformity in storage contracts.

Most country elevators are so constructed and are so limited in bin space that it is impossible for them to store any wheat for any length of time and to be able to return the same wheat the farmers stored. The following contract is a contract of purchase but carries provisions which make it the same as a storage contract, except that the dealer is bound to be the purchaser of the grain at the cancellation of the contract.

Mr. Boyer says: "You will note that the contract carries a provision for a charge of 2c per bushel for the first month or fraction thereof, and 1c per bushel for each additional 15 days or fractional part thereof. The following is the contract as suggested at our Sedalia meeting:

CONTRACT

Non-transferrable.

No. (Town) (Date)

This is to certify that the Co. has this day received from bushels of No. wheat, which is now in storage with the Co., who agrees to pay the same price for this wheat that it is paying for a like grade of wheat at the time this contract is presented for settlement, less two (2) cents per bushel for the first month or fractional part thereof, and one (1) cent per bushel for each additional 15 days or fractional part thereof, from date of this contract until it is surrendered for settlement. It is mutually understood that on consideration of the above that upon execution of this contract that the Co. is to have the sole right to purchase said wheat. No agent is permitted to change this contract or make any other agreement. I agree to the above terms. Co.

Seller

Purchaser

PRICES 100 YEARS AGO paid by a farmers cooperative company at Licking County, Ohio, for agricultural products are called to the attention of the dealers of today by the Ohio Experiment Station at Wooster, O. The prices follow: Wheat, 25 cents a bushel; oats, 12½; corn, 12; potatoes, 12½; flour, \$1 per hundred; chickens, 37 cents a dozen; eggs, 3½ cents, and maple sirup, 6 cents a gallon.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

A. T. & S. F. in Sup. 11 to 7481-G gives the increase in rates on Kansas intrastate traffic moving wholly within the state, effective Aug. 5.

C. & E. I. in Sup. 4 to 7725-C gives the joint rates on grain from stations on the C. & E. I. to points in Ind., Mich., and O., effective July 28.

Western Trunk Lines, E. B. Boyd, agt., in Sup. 1 to Circular I-P gives the rules, regulations and exceptions to classifications, effective Sept. 8.

Monon in 521-A gives the joint proportional rates on grain and grain products from Chicago, Ill., to New Orleans, La., and Mobile, Ala., effective Aug. 7.

Monon in 521-B gives the joint proportional rates applying on grain and grain products from Chicago, Ill., to New Orleans, La., and Mobile, Ala., effective Sept. 8.

C. & E. I. in Sup. 5 to 6629-D gives the rules governing milling and malting in transit of grain and grain products at stations on the C. & E. I. effective Aug. 10.

C. & E. I. in Sup. 3 to 8625-C gives the joint rates on grain and grain products from stations on the C. & E. I. to points in Ala., Ark., Fla., La., Miss., and Tenn., effective July 28.

C. & E. I. in Sup. 6 to 6639-D gives the rules governing the milling and malting in transit privileges on grain and grain products at stations of the C. & E. I., effective Aug. 25.

Western Trunk Lines in Sup. 32 to 1-O gives the rules, regulations and exceptions to classifications. The tariff was issued on July 1 under special permission of the Interstate Commerce Commission.

Central Freight Ass'n, W. J. Kelly, agt., in Sup. 17 to 128-I gives the joint rates on commodities from points in O., Mich., Pa., and Ont., to points in Ala., Fla., Ga., Ky., Miss., N. C., S. C., Tenn., Va., and W. Va., effective Aug. 25.

C. & E. I. in Sup. 6 to 8625-B gives the joint rates on grain and grain products from stations on the C. & E. I. to points in Ala., Ark., Fla., La., Miss., and Tenn., effective July 29. Sup. 7 becomes effective Aug. 10, Sup. 8, Aug. 25, and Sup. 9, Aug. 29.

C. & A. in Sup. 4 to 1602-F gives the proportional rates on grain and grain products from Kansas City and St. Joseph, Mo., and Leavenworth, Kan., to stations on the C. & A. and its connections in Ill., Ind., Ia., Mich., Mo., and Wis., effective Aug. 15.

A. T. & S. F. in Sup. 19 to 5588-K gives the local, joint and proportional rates on grain and grain products between points in Kan., Colo., Mo., and Okla., also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective Aug. 5.

C. & E. I. in Sup. 28 to 8650 gives the local, joint and proportional rates on grain, grain products and grain by-products, also cottonseed, cottonseed ashes and cottonseed hull bran from stations on the C. & E. I. to points in N. Y., O., Pa., W. Va. and the Dominion of Canada, effective Aug. 17.

A. T. & S. F. in a rejection notice dated July 25 says: The Interstate Commerce Commission has rejected Sup. 10 to 5588-L as being unlawful. You will please remove same from your file and destroy it. Rates in "Santa Fe" Tariff No. 5588-L, as amended, will continue to apply until lawfully changed or cancelled.

A. T. & S. F. in Sup. 11 to 5588-L gives the local, joint and proportional rates on grain and grain products between points in Kan., Colo., Mo. and Okla., also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective in Kansas on Aug. 5 and in other states on Aug. 31.

The Central Freight Ass'n, W. J. Kelly, agt., in Sup. 28 to 245 gives the local, joint and proportional rates on grain, grain products and grain by-products from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., Wis., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester and Utica, also to points taking the same rates or higher, also bases for rates to Baltimore, New York, Philadelphia, etc., on export traffic, effective Aug. 10.

Western Trunk Lines in Sup. 1 to Circular 1-P, to become effective Sept. 8, contains a Rule 285-A cancelling Rule 285, which becomes effective in part Sept. 1. This rule gives the rates on various feeds, meals and cake moving over the western lines and shows that reductions have been made in the rates on molasses, cottonseed hull shavings and sorghum grain.

C. & A. in Sup. 19 to 1596-E gives the joint, proportional rates applying on grain and grain products from stations on the C. & A., C. & I. M. and C. & N. W., also Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Ark., Fla., La., Miss and Tenn., also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., for export, effective Aug. 29.

Illinois Central in Sup. 29 to 1537-D gives the local, joint and proportional rates on grain, grain products, cottonseed products and seeds, also articles taking the same rates, between stations in Ill., Ind., Wis., Dubuque, Ia., St. Louis, Mo., and Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., St. Louis, Mo., Paducah, Ky., Ohio River crossings and other stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo. and Wis., effective Aug. 24.

C. & E. I. in Sup. 6 to 622-G gives the local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cottonseed, cottonseed ashes, seeds, broom corn, and red top chaff, also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Momec Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa. and Wis., effective Aug. 17.

C. & E. I. in Sup. 4 to 622-G gives the local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cottonseed, cottonseed ashes, seeds and red top seed chaff from stations on the C. & E. I., also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet (via E. J. & E.) and Momec Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., Wis., effective July 26.

C. R. I. & P. in Sup. 22 to 28675-C and in Sup. 13 to 28675-D gives the local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds between Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla. and S. D., and stations in Colo., Kan., Neb., N. Mex., Okla. and Texahoma, Tex., effective Aug. 5.

C. & E. I. in Sup. 2 to 622-G gives the local joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cottonseed, cottonseed ashes, seeds and red top chaff from stations on the C. & E. I., also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Momec Transfer (via C. M. & G.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa. and Wis., effective Aug. 17. Sup. 5 becomes effective Aug. 10.

C. R. I. & P. in Sup. 12 to 28675-D gives the local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds in carloads between Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., and stations taking the same rates, also stations in Colo., Ill., Ind., Ia., Kan., Minn., Mo., Neb., Okla. and S. D. and stations in Colo., Kan., Neb., N. Mex., Okla. and Texahoma, Tex., effective Aug. 25.

A. T. & S. F. in Sup. 1 to 5702-G gives the local, joint and proportional rates on broom corn, castor beans, popcorn, seeds, hay and straw, carloads, between points in Kan., Colo., Okla., also Superior, Neb., and Joplin, Mo., and Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Iowa, Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking same rates or higher, also distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas; also Superior, Neb., and Joplin, Mo.; Superior, Neb., Joplin, Mo., and stations in Kansas; also on corn husks from stations in Oklahoma to Chicago, St. Louis, E. Ft. Madison, Fort Madison and Missouri River points, effective on Kansas traffic Aug. 5 and on other traffic on Oct. 1.

Erie in Sup. 1 to 182-E gives the local, joint and proportional rates on grain and grain products from Chicago, Englewood, Hegewisch, Pullman Jct., Ill., Hammond, Highlands, Saxony, Ind., to points in Ind., Ky., Mich., N. Y., O., Pa., and W. Va., effective Aug. 15.

Freight Cars on the Decrease.

Figures compiled by the Bureau of Railway Economics show that from Jan. 1, 1918, until Jan. 1, 1920, the number of freight cars in service on the carriers of the United States decreased 125,324.

The present increasing number of bad order cars amounting to 16 per cent of the total is making the number of cars available less and less.

Other figures compiled by the Bureau show that the freight cars in operation increased from 2,145,050 on June 30, 1911, to 2,507,536 in operation on Dec. 31, 1917. Since then the number has steadily decreased.

Grain Shippers to Appeal for Lower Rates.

Grain shippers and various shippers' organizations are preparing to put up a stiff fight to get reduced freight rates on grain, grain products and hay moving in the Western and Pacific territory.

To hear the complaints, the Interstate Commerce Commission will conduct hearings at Washington, D. C., commencing Aug. 15. These hearings according to the Commission are to be conducted in Washington in order that quicker action may be secured. If the hearings were held in the various interested sections of the country as ordinarily many weeks would be required for the Commission to get its information.

The shippers probably will maintain that, inasmuch as the prices of grain, grain products and hay are at their prewar levels, the 25% increase in rates in the western territory and the 35% increase in rates in Pacific territory, established about a year ago, should be canceled.

I. C. C. Decides for Pittsburgh.

It has long been the practice of the carriers serving Pittsburgh to make a charge of \$2 per car for shipments of track grain held at Pittsburgh for inspection and grading. A similar charge was not made by the same carriers at Indianapolis, Cleveland, Toledo and many other points.

A complaint was filed with the Interstate Commerce Commission by the Pittsburgh Grain & Hay Exchange against the B. & O.

The Commission in rendering its decision condemned the practice of the carriers as unjust, unreasonable and unduly prejudicial because the same charge was not made at the other markets mentioned.

In reply to the contention of the defendants that the Exchange should not be granted reparation because it did not itself pay any of the charges and was not under its charter empowered to bring suit in behalf of its members, Commissioner Hall explained that the Exchange had specifically pointed out the names of the members who had paid the charge and said that the members of the Exchange were co-complainants with the Exchange, even though not so styled in the complaint as filed.

The claims of the members, according to Commissioner Hall, arose within two years prior to federal control and were not barred.—I. C. C. 10929.

INDIA'S WHEAT CROP this year will total 6,600,000 tons, compared with 10,100,000 tons raised last year and a ten year average of 9,000,000 tons. This estimate was made during the threshing period and is the third official estimate of the Indian Department of Statistics. Previous estimates placed the yield at much more. Early hot winds reduced the yield by causing the grain to shrivel and ripen before it was fully developed.

Reduce Grain Rates to the Atlantic Ports.

Representatives of the eastern Seaboard markets which do a large export grain business have long been bitter against the existing rates on export grain and its products as compared with the rates to the Gulf ports and to Montreal.

Only recently Pres. George Jackson of the Baltimore Chamber of Commerce pointed out that the Gulf ports had an advantage of from 6 to 8 cents over Baltimore and that Montreal had an advantage from 3 to 4 cents. He explained that the existing difference between the rates to the Gulf and Baltimore were caused largely by the roads serving the southern ports increasing their rates but 33½% whereas the eastern roads increased their rates 40% at the last increase. Previously the gulf ports had enjoyed a 4-cent advantage over Baltimore. This, the Baltimore exporter made up by securing a lower ocean freight rate from Baltimore to Europe than could the Gulf exporter. Mr. Jackson further pointed out that the keen competition between ocean carriers has resulted in practically the same rates from Gulf ports as from Baltimore, thereby placing Baltimore and other eastern ports at a disadvantage.

To consider this matter representatives of the eastern carriers and numerous shippers met recently in Chicago, Ill., for a conference. As a result, on Aug. 5 the chairman of the Central Freight Ass'n announced that rates on export grain, grain products and grain by-products originating in the Central Freight Ass'n territory and destined for Atlantic coast ports had been reduced 7½ cents per hundred.

During the conferences between the shippers and the carrier representatives it was also decided to reduce the rates on domestic grain and its products and by-products 4½ cents per hundred. Of the proposed domestic rates the chairman of the Central Freight Ass'n says:

"The proposed reduction on domestic shipments is subject to the understanding that relative reductions will be made in the domestic rates on like traffic from territory east of the Illinois-Indiana state line to the same eastern destinations."

As the new rates must be filed with the Interstate Commerce Commission for approval it is not believed that they will become effective much before Sept. 1.

How this reduction will affect the existing rates from Chicago and St. Louis is shown in the following table in cents per hundred:

EXPORT.				—Grain Products*—			
		Grain					
		Present.	Proposed.			Present.	Proposed.
Chicago to—		Cents.	Cents.			Cents.	Cents.
Boston	.....	30	22½	32	24½	32	24½
New York	.....	30	22½	32	24½	32	24½
Philadelphia	.....	29	21½	30	22½	30	22½
Baltimore	.....	28½	21	29	21½	29	21½
Norfolk	.....	28½	21	29	21½	29	21½
Newport News	.....	28½	21	29	21½	29	21½
St. Louis to—							
Boston	.....	34	26½	36	28½	36	28½
New York	.....	34	26½	36	28½	36	28½
Philadelphia	.....	33	25½	34	26½	34	26½
Baltimore	.....	32½	25	33	25½	33	25½
Norfolk	.....	32½	25	33	25½	33	25½
Newport News	.....	32½	25	33	25½	33	25½
DOMESTIC.							
Chicago to—							
Boston	.....	36½	32	37	32½	37	32½
New York	.....	34½	30	35	30½	35	30½
Philadelphia	.....	32½	28	33	28½	33	28½
Baltimore	.....	31½	27	32	27½	32	27½
Norfolk	.....	31½	27	32	27½	32	27½
Newport News	.....	31½	27	32	27½	32	27½
St. Louis to—							
Boston	.....	41½	37	42	37½	42	37½
New York	.....	39½	35	40	35½	40	35½
Philadelphia	.....	37½	33	38	33½	38	33½
Baltimore	.....	36½	32	37	32½	37	32½
Norfolk	.....	36½	32	37	32½	37	32½
Newport News	.....	36½	32	37	32½	37	32½

*Grain Products does not include flour.

The executives of the eastern carriers also realized that the eastern ports needed a lower rate on grain moving ex-lake. At another conference held on July 30 and attended by the executives of all the carriers handling ex-lake grain it was decided to reduce the rates on ex-lake export grain that was moving from Buffalo, N. Y., Erie, Pa., and other lake

transfer ports. The application for the reduction was made on July 30 and was to have become effective Aug. 9.

The ex-lake reduction amounted to approximately 5 cents per hundred on wheat, corn and rye and 3 cents per hundred on oats and barley. J. S. Brown, manager Transportation Department, Chicago Board of Trade, advises that the new rates ex-lake on export grain moving from Buffalo in cents per hundred will be as follows:

To—	Wheat.	Rye	Corn.	Oats.	Barley.
Boston	15.17	14.79	16.63	17.08
New York	15.17	14.79	16.63	17.08
Philadelphia	14.67	14.29	16.13	16.58
Baltimore	14.67	14.29	16.13	16.58

Includes a charge of not exceeding 1 cent per bushel for elevator and transfer from lake vessels to cars.

Another factor that should bring more business to the Atlantic ports is the reduction in ocean freight rates on grain moving from Atlantic ports to ports in Europe. This reduction was announced Aug. 4. The new rates now in effect are 22½ cents for the balance of the year to all European ports with the exception of Hamburg and Bremen to where the rates will be 25 cents per hundred.

Many of the interior markets feel that the reduced rates on ex-lake grain should not be made effective before a similar reduction is made on all rail export grain rates. To this effect the Indianapolis Board of Trade, The Cincinnati Grain & Hay Exchange and W. S. Miles for the Peoria grain interests filed a protest on Aug. 2.

The proposed 7½ cent reduction in rates on grain from Central Freight Ass'n territory to the Atlantic Coast ports has brought a protest from a committee of traffic executives of the Western and Gulf lines who claim that the reduction would be in violation of the relationship recommended by director Hardie this spring.

Investigate the Distribution of Cars.

A complaint has been filed with the Interstate Commerce Commission by the Farmers Elevator Co. of Prairie Home, Neb., against the Rock Island. The complainant claims it lost \$2400 because of the manner the Rock Island distributed its cars for grain loading because of a drop in the market. Reparation is asked.

The Nebraska Railroad Commission decided that cars should be distributed on the basis of grain ready for shipment.

At Prairie Home there are two elevators, one belonging to the complainant, the Farmers Elevator Co., having a capacity of 5,000 bus., and the other belonging to a competitor having a capacity of 15,000 bus.

In distributing cars to the two elevators the Rock Island distributed two cars to one. The complainant contends that it had an equal amount bought and ready to ship and that its grain should have been considered available for shipment.

Transit Privileges on Grain at Stop-Over Points.

On complaint by the Chicago Board of Trade that competing points in central territory would get lower rates on grain under the proposed tariff which has been under suspension till Aug. 12 the Interstate Commerce Commission has ruled that the change in the tariff affecting Chicago shall be made wherever the rule contains similar provisions.

A rule was established Jan. 20, 1921, extending the thru rates to cover rates in effect at time of shipment from "rate basing point." Alleging this was an error the railroad companies sought to strike out the quoted words, as to Chicago, in a tariff effective Mar. 15, but this was held up on complaint by the Chicago Board.

The rate will be based on the thru rate in effect at the time the shipment starts, under the following wording:

The thru rate to be applied to transit grain shall be the lawfully published rate thru from the original point of shipment to final destination.

tion in effect via the transit point at the time of initial shipment from point of origin applicable to the grain covered by inbound billing which these rules permit to be matched against outbound shipments.

Ask Equal Rates to New Orleans and Galveston.

During the recent embargo against the shipment of wheat to one elevator at Galveston the Panhandle Plains Chamber of Commerce filed an informal complaint with the Interstate Commerce Commission asking for the establishment of equal rates on grain to New Orleans and Galveston.

The complaint sent by telegraph explained that in the Panhandle region there were 1,000,000 bushels of wheat piled on the ground and subject to deterioration.

Since the time the complaint was filed on July 26th conditions have become practically normal at Galveston, the embargo having been removed before the telegram of complaint reached Washington.

Knoxville, Tenn., Gets New Rates.

As a result of a complaint filed with the Interstate Commerce Commission against the Southern Ry. by the Security Mills & Feed Co. of Knoxville, Tenn., the Commission has ordered that the carriers serving Knoxville remove the undue prejudice against the market before Dec. 1.

The complainant alleged that the rates on cottonseed meal, peanut oilcake meal, velvet bean meal, soya bean meal, palm kernel meal and copra meal from the points of production in the south into Knoxville were unreasonable and prejudicial. It alleged the same thing about the rates on mixed feed moving from Knoxville to consuming points in the Virginia and Carolina territory.

The Commission in its decision said the rates on the materials named, into Knoxville, were not unreasonable but unduly prejudicial because they exceeded, on a distance basis, the contemporaneous rates to Nashville, Memphis, Louisville and Cincinnati.

The rates on feed from Knoxville were not called unreasonable but were called unduly prejudicial because and to the extent they exceeded on a distance basis the contemporaneous rates on like traffic from Nashville, Memphis, Louisville and Cincinnati.—I. C. C. 10837.

THE SITUATION of the wheat farmer just now is such as to excite universal sympathy. In being forced to market his wheat at this time, he is in something of the position of one who is compelled to dig his own grave, for his urgent offerings of wheat are creating pressure and breaking prices, thus adding to his financial hardships, for in many cases the money returns derived from the sale of wheat at present low prices will not prove sufficient to liquidate indebtedness, and the farmer must remain the slave of his creditors for another year.—L. L. Winters.

Books Received

GRAIN MARKETING PLAN of the Com'ite of Seventeen is compared with the present grain marketing system in a booklet by Chas. Kenning, pres. of the Farmers Grain Dealers Ass'n of Minnesota, for the information of farmers, and the stockholders, directors, officers and managers of farmers' elevator companies thruout the Northwest. In the form of questions and answers Mr. Kenning states the reasons for his opinion that the plan of the Com'ite of Seventeen is wholly impracticable. A copy of the pamphlet will be sent to anyone sending a stamped addressed envelope to Chas. Kenning, R. F. D. No. 2, Bird Island, Minn.

Grain Carriers

TWELVE CARS of grain were piled up in a wreck at Camanche, Ia., on the Northwestern on Aug. 3.

ALLEGING that the carrier lost its grain in transit the Farmers Elevator Co., Perry, Kan., has filed suit against the Union Pacific for \$476.

KANSAS' INCREASED freight rates which were ordered to go into effect on Aug. 5 were held up for readjustment by the federal court of Oklahoma on Aug. 4.

HAVILAND, KAN., July 26.—Cars are scarce just now and we have been closed down for four days.—The Brenham Mercantile Co., per L. H. Bates, manager.

BARGE WHEAT SHIPMENTS from St. Louis, Mo., during July amounted to 830,330 bus. or approximately 17% of the total wheat shipments for the month.

GRAIN SHIPPERS located along the Santa Fe on the branch extending from Wichita to Englewood, Kan., are complaining about the lack of cars for grain movement.

FIVE MOTOR BARGES like the one that recently carried a cargo of oats direct from Duluth to New York via the lakes and the Erie Canal are now reported in operation.

BECAUSE of the discontinuance of operations on the Missouri & North Arkansas Ry. other carriers have declared an embargo against freight moving to M. & N. A. points.

TO HANDLE loss and damage claims for shippers the American Freight & Forwarding Co., Chicago, Ill., has been incorporated by F. D. Hussian. F. P. Dougherty and C. C. Dougherty.

THE PLEA of New England carriers that they should get a greater proportion of the thru rates than they are now receiving has been dismissed by the Interstate Commerce Commission.

THE MEMPHIS Merchants' Exchange has filed a protest with the Interstate Commerce Commission against the proposed increase in freight rates that will affect the cities having water service.

THE PLAN of the Great Western R. R. to cut its passenger fares between Chicago, Minneapolis and Omaha approximately 10% may but be the forerunner of a little competition for the freight business.

"REVISE THE POMERENE B/L bill" is the suggestion of the com'te on commerce, trade and commercial law of the American Bar Ass'n. The bill will be submitted to the Ass'n at its annual meeting this fall.

THE STEAMSHIP Effingham, loaded at Portland, Ore., with wheat and flour and bound for San Francisco and Antwerp struck a bed of rocks in the Columbia River recently, making it necessary to unload the cargo.

HENRY FORD is planning further ventures in the transportation business. Now that he owns a railroad he plans to build a fleet of steel barges and operate them between Detroit and New York via the Erie Barge Canal.

OCEAN FREIGHT rates on wheat moving from the Atlantic ports to points in the United Kingdom were 50% less on July 1 than they were on Nov. 1, 1920, according to an announcement made by the U. S. Shipping Board.

THE KANSAS Public Utilities Commission on Aug. 4 was granted an injunction which prohibits the carriers of Kansas from establishing any intrastate rates that are higher than the interstate rates for an equal distance. The Interstate Commerce Commission recently ordered the carriers of Kansas to establish rates on intrastate freight equal to interstate rates.

TO PLAN THEIR PLEA for lower rates on grain and grain products to the Interstate Commerce Commission, state railroad commission representatives from most of the Western states met in Des Moines, Ia., on July 26.

FREDERICK I. COX, of East Orange, N. J., pres. of the National Silk Travelers Ass'n, has been appointed a member of the Interstate Commerce Commission, to succeed Commissioner Clark, who has resigned, effective Aug. 31.

THE MINIMUM WEIGHT of 40,000 lbs. for a 36-ft. car for maize and kafir heads has been found excessive by some shippers and H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n is taking up the matter of getting a reduction.

MANY MORE CARS are necessary in western and northwestern Oklahoma to move the grain crop, according to a telegram dispatched to the Interstate Commerce Commission by Campbell Russell, chairman, Oklahoma Corporation Commission.

THE INCREASE in the rates on Kansas intrastate traffic ordered by the Interstate Commerce Commission to become effective on Aug. 5 will not affect the minimum charge of \$15 for carload shipment and the minimum charge of 50 cents for an L. C. L. shipment.

A RECORD CARGO, 385,000 bus. of wheat and corn, cleared from Milwaukee July 23, on the steamer Harvey D. Goulder. This is said to be the largest cargo that ever cleared from Milwaukee and was destined for Port Colborne, Ont., for reshipment to Montreal for export.

"NEW ORLEANS and the other southern ports will practically be put out of business if the proposed reductions in eastern export grain rates go into effect," is the substance of a statement made recently by Edgar Moulton, ass't general manager of the New Orleans Joint Traffic Bureau.

THE TRANSPORTATION DEPARTMENT of the Kansas City Board of Trade has volunteered its services to the Kansas Public Utilities Commission in its fight for lower rates on grain and grain products. The Commission appears before the Interstate Commerce Commission on Aug. 15.

A HORIZONTAL RATE REDUCTION would hurt the railroads of the country and in many cases would not benefit the consumer. Readjustment of freight rates should come where needed and where they will prove of benefit.—R. M. Field, traffic manager, American Feed Manufacturers Ass'n.

A BILL, introduced into the House by Representative Hoch of Kansas would give the state commissions complete control over intrastate rates and intrastate railway practices. This bill would make a decision of a state commission final until made void by the U. S. Supreme Court.

"DETERMINE the cost of a nine-foot channel from Utica, Ill., on the Illinois River thru to the Mississippi River and from the mouth of the Illinois in the Mississippi to the mouth of the Ohio River," is the request of the Rivers and Harbors Com'te of Congress to chief U. S. Army Engineer Lansing Beach.

S. S. KERR of Nashville, Tenn., is an exponent of the waterway method of handling grain. During the present season Mr. Kerr has received over 200,000 bus. of grain from barges and steamers operating on the Ohio and Cumberland Rivers. Much of the grain was sold locally in less than carlots.

SHIPPERS along the Missouri & North Arkansas Ry. from Joplin, Mo., to Helena, Ark., are in a bad way on account of the discontinuance of operations on account of the road's inability to make expenses. No trains will be run until the road is taken over by one of the other carriers. In the meantime grain shippers served by the M. & N. A. will have to remain out of business.

IN ONTARIO, CANADA, the acreage of Canadian alsike is considerably less than last year. The quality of the growing crop is good, but a large percentage of the acreage winter-killed. Seed dealers believe the prices will have to be considerably higher before the farmers in Ontario will market this year's crop.

TO SECURE EVIDENCE to present to the Interstate Commerce Commission to prove its contention that the rates on grain and grain products are excessive, the Missouri Public Utilities Commission has begun a number of hearings. The first to be called were the representatives of the carriers operating in Missouri, who were summoned on Aug. 5.

VESSEL SPACE on the great lakes that is available for grain loading still remains plentiful on account of the continued light movement of ore and coal. Nevertheless only a small amount of grain is being loaded. Present rates from Lake Michigan points to Buffalo are 1½ cents and from Lake Superior points 1¾ cents.

THE PENNSYLVANIA LINES in a lengthy list published recently shows the actual cost of transportation of many of the necessities of life. The list very cleverly avoids mentioning anything about the cost of moving a bushel of oats from Iowa to Chicago or a like distance; in fact, the list says nothing at all about the rates on grain.

WESTERN TRUNK LINES in Sup. 1 to Circular 1-P to become effective Sept. 8 contains a Rule 285-A cancelling Rule 285, which becomes effective in part Sept. 1. This rule gives the rates on various feeds, meals and cake moving over the western lines and shows that reductions have been made in the rates on molasses, cottonseed hull shavings and sorghum grain.

DOUBLE SERVICE from its barges is planned by the New York Canal & Great Lakes Corporation, of New York, which has 17 steel steamers and 67 tow barges of 700 tons capacity each, by using them on the Erie Canal in summer and in the Atlantic coast coal trade in the winter. The company is now running 6 steamers with tows on the canal, with full eastbound cargoes.

QUEBEC'S APPEAL to the Dominion Board of Railway Commissioners, asking that the rates on grain from Georgian Bay points to Quebec should be made the same as the rates to Montreal has been denied. The Commissioners' decision, written by one of the members, says: "I fail to see how this board would be justified in forcing the railway companies to carry grain 161 miles beyond Montreal absolutely free." The appeal had been made by the Quebec Board of Trade and the Quebec Harbor Commissioners.

OPERATORS of the Erie canal barge lines are still of the opinion that the large lake vessel movement of grain to Buffalo and the barge movement from Buffalo to the coast is more economical than the plan being tried out of shipping grain direct from Duluth to New York by lake vessels small enough to travel the Erie canal. They contend that canal barges cost but \$25,000 and carry 1½ times as much grain as the lake-canal vessels which cost \$200,000. The barge vessels need very few operators while the new vessels carry a crew of 15.

THE KANSAS CARRIERS have been ordered to increase their intrastate rates to equal the interstate rates, by the Interstate Commerce Commission. The Commission in making its decision explained that before the general increase went into effect on interstate shipments, the St. Joseph and Kansas City markets were on a parity with Leavenworth, Hutchinson and other cities on the west bank of the Missouri River. Under the Kansas intrastate rates the west bank river points are accorded a preference. The reduced rate shall be in effect after Aug. 24, 1921.—I. C. C. 11916.

TO PREVENT DELAYS as have occurred in past seasons millers, grain dealers and rail officials at Minneapolis, Minn., have organized a car service com'te. American Railway Ass'n car service rules will be adhered to but special attention will be given to the prevention of congestion, delay, and car shortage, locally.

THE DILAPIDATED RAIL SYSTEM in Russia is causing much of the starving and suffering. While Southern Russia has plenty of corn the northern part is purchasing it from other countries because of the inability of the carriers to move it. On account of the general deterioration under the present radical government only one freight train per week operates between Moscow and Kiev, Russia. The rail condition has also cut the oil and metal production enormously.

TO ASSIST IN THE MOVEMENT of wheat from Kansas the Interstate Commerce Commission dispatched a man into Kansas from its car service department. The representative, Stephen Mayhood, has already investigated conditions in various Kansas markets. He said that arrangements had been made to get 800 additional cars into the state from the eastern lines to keep grain moving freely. The eastern lines at the present time are averse to sending their cars to Kansas because they receive but little of the business on account of the existing differential in favor of the gulf ports.

SPEED THE SETTLEMENT with the carriers. The biggest movement of grain for a number of years is under way. Good box cars are getting short. Sixteen per cent of the car equipment of the United States is unusable. With an increase in business and the percentage of unusable cars the country is going to face transportation trouble this winter. We are urging the carriers to repair their bad order cars immediately. To do this they must have a prompt settlement from the government. We urge you give this matter your personal attention.—Illinois Mfrs. Ass'n to Pres-Harding on Aug. 5.

A REDUCTION in the rates on grain and grain products shipped from East St. Louis, Ill., and St. Louis, Mo., to various Illinois points is announced by the Illinois Central in item 497-A, Sup. 29 to 1537-D, effective Aug. 24. The reduction covers grain or grain products originating beyond or grain products made at either of the cities from grain originating beyond. The points to which the reduction is effective are Cairo, DuQuoin, Church, Murphysboro, Oraville, Denny, Benton, West Frankfort, Cleburne, Zeigler, Metropolis, Reeds, Johnston City, Sand Ridge, Cache and Illinois Central stations all inclusive.

TOLEDO, O.—Lake steamers have slashed their rates to the lowest levels known and they are cutting in seriously on the railroad business because of the high cost of transportation on land. The Steamer Amazon which recently arrived here after the long trip from Chicago carried a grain cargo for 1½ cents per bus. compared with an average water rate a year ago ranging from 7 to 8 cents and the present rail rate of from 12 to 15 cents. This is a strong argument for lower railroad rates. In the last several months 18 small steamers with a capacity of from 40,000 to 60,000 bus. have been put into the lake service to capture a part of the lake grain trade.—W. A. Boardman, mgr. East Side Iron Elevator Co.

RECENT IMPORTANT RATE CHANGES in effect on western grain carrying railways follow: The Burlington railroad has issued a supplement to its tariffs making a proportional rate on grain from Kansas City to Galveston and Texas City of 38 cents a hundred pounds; from Omaha, 39c; from Sioux City, 52.5c; from Sioux Falls, S. D., 60c. Transit at Kansas City is available under these rates. The Santa Fe, effective July 30, made a rate of 65 cents per cwt. on grain and grain products to Galveston, Houston, Beaumont, Port Boliver and Texas City from the following New Mexico points: Albuquerque, Belen,

French, Los Vegas, Raton, Runaldo, Santa Fe, Springer, Ute Park, Wagon Mount. The rate will apply only via Belen and Clovis, N. M.

Trucks Besting Railways on Short Hauls.

According to Frank Shealy, chairman of the South Carolina Railroad Commission, the competition of the motor trucks is putting the smaller lines of railway in South Carolina out of business.

He claims that one short line has asked for permission to operate every other day. On the alternate day the line will accommodate passengers and express by truck.

The Car Situation at Kansas City.

The carriers serving Kansas City, the Interstate Commerce Commission representatives and the Kansas City Terminal Ry. are all making strenuous attempts to keep the avenues of traffic open at Kansas City.

W. M. Corbett of the Kansas City Terminal Ry. recently sent the following suggestions to the Kansas City Board of Trade:

Every member is urged to order and dispose of cars on the day of arrival, if possible. It is suggested that buyers re-establish the practice followed at various times during the past few years of making as far as possible purchases of grain arriving on the line having the elevator into which the grain will be ordered. This plan would save terminal switching, afford a prompter release of cars, and keep cars on the home road.

At present the elevators are only unloading about 600 cars a day. We have 4,660 cars on hand in yards and the receipts about equal the facilities of the elevators to handle.

Unless this situation is relieved by better handling by the elevators or by running cars on destination weights, an embargo is sure to follow.

Summary of Traffic Movement on Western Grain Carriers.

Movement of grain on the western roads continues to exceed the movement last year despite the fact that the loadings of most other commodities show a decrease. A summary of the detailed movement on various western grain carrying railways follows:

Illinois Central: Total July traffic was 14% less than during July, 1920, but the movement of grain showed an increase of 91%.

Santa Fe: During the week ending Aug. 6 the total movement of freight was 3% over last year and the movement of grain amounted to 90% more than during the corresponding week in 1920.

Northwestern: The movement of grain during July was 31% more than during July, 1920, while the total freight movement was 12% less.

St. Paul: For the week ending Aug. 6, 12% less traffic was moved than during the corresponding week in 1920. During the same week the movement of grain was 50% more and the movement of millstuffs 4% more than a year ago.

Rock Island: Grain loadings during July numbered 15,927 cars compared with but 7,570 cars loaded during the corresponding period of 1920. The number of July loadings this year establishes a record for the number of cars of grain loaded on the Rock Island in any one month.

PROFITS taxes on the various items composing the finished article add 23.2 per cent to the cost to the consumer, says the taxation com'te of the National Retail Dry Goods Ass'n. As the consumers have learned that they are regularly paying \$1 for 75 cents worth of merchandise they have gone on a buyer's strike.



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Supreme Court Decisions

Time Not Essence of Sales Contract.—The phrases "When ship, 30 days" in order, and "When ship, 9-23" in letter of confirmation, held insufficient to show that, as a matter of law, time was of the essence of sales contract, where buyer had been buying sacks from seller for years on similar contracts, in the performance of which the parties themselves had not regarded time as of the essence.—Taylor Milling Co. v. American Bag. Co. Court of Civil Appeals of Texas. 230 S. W. 782.

Fidelity Bond.—In a bond insuring an employer against losses sustained by reason of conduct of an employee constituting embezzlement the word "embezzlement" is to be construed broadly in its general and popular sense, rather than in a narrow and technical spirit with specific reference to the local statute; and a loss occasioned by the employee's speculating on the market in the name of the employer, but without his knowledge or consent, is within the protection of the bond.—Mitchell Grain & Supply Co. v. Maryland Casualty Co. Supreme Court of Kansas. 195 Pac. 978.

Carrier Still Liable as Carrier After Refusal of Shipment.—Where shipper consigned goods to himself to be delivered to a third person on the shipper's order, refusal of such third person to receive the goods when he had no written order from the shipper authorizing delivery to him did not terminate carrier's liability as a carrier, or render it only liable as a warehouseman thereafter, since on such refusal the shipper became the unconditional consignee, and as such was entitled to notice of arrival of the goods and a reasonable time thereafter within which to make other disposition thereof so as to have them taken from the carrier's hands.—N. Y. P. & N. R. Co. v. Chandler. Supreme Court of Appeals of Virginia. 106 S. E. 684.

Owner of Stolen Wheat Can Recover From Elevator Man Buying It.—There is no law in this country recognizing the effect of a sale in market overt. The only exception to the general rule that no one can by sale transfer to another the right of ownership in a thing to which he has no right of property is in the cases of money, bank bills, and negotiable instruments purchased in due course (which has been adopted for the sake of commerce). Held, no such exception can be recognized in the case of sales of wheat or small grain, notwithstanding the difficulty in tracing to its source the ownership of such grain offered for sale to millers and other grain merchants.—Leslie v. Wm. Kelly Milling Co. Supreme Court of Kansas. 197 Pac. 1094.

Proving Oral Contract.—In order to recover for the breach of a verbal contract of sale of goods within the statute of frauds, where the memorandum is not signed by the defendant, the writing containing his signature must connect itself with the memorandum, or must with other writings be so connected therewith, by reference or internal evidence, that parol testimony is not necessary to establish the connection with the verbal contract of sale; or else, if the signature was not appended to the writing for the purpose of becoming a part of the memorandum, the writing, in order to satisfy the statute, must clearly admit or confess that a sale was made.—Quinn-Shepherdson Co. v. Triumph Farmers Elevator Co. Supreme Court of Minnesota. 182 N. W. 710.

Railroad and Elevator on Track Subject to Control of Utilities Commission.—Under the Public Utilities Act, it was intended that both a railroad company and a public grain elevator connected by a spur track with the railroad's main track should be subject to the control of the Public Utilities Commission, such a spur track being an instrument of commerce devoted to public use and subject to regulation. Order of the Public Utilities Commission granting a railroad permission to build a spur track across a highway in a town to serve a grain elevator held to have had a substantial basis in the evidence, leaving no ground on which the court could interfere, in view of Public Utilities Act, § 68.—Public Utilities Commission v. Ill. Cent. R. Co. v. Smith highway commissioner. Supreme Court of Illinois. 131 N. E. 371.

No Counterclaim for Grain Door Lumber.—A shipper's charges against the railroad for lumber furnished for sideboards in transporting the shipment did not constitute a proper counterclaim in favor of the shipper, when sued for an unpaid balance of freight, because it was not specified in the schedule of rates which the railroad had filed.—Ore.-Wash. R. & N. Co. v. Cascade Contract Co., Supreme Court of Oregon. 197 Pac. 1085.

Theft of Grain Being Hauled to Elevator.—In a prosecution for the theft of grain by one of those engaged in hauling it to the elevator, the warehousemen can testify that others hauling the grain to the warehouse stated it belonged to prosecuting witness, who had telephoned the warehousemen the grain was coming, since such statements were part of the res gestae of the connection of those parties with the wheat which they were then hauling. In a prosecution for larceny of wheat, the owner of the wheat can show quantity which he sent to an elevator, where he did not remember the number of bushels, by stating the amount of money he received for the wheat and the price per bushel, since the jury could determine the quantity of wheat from such evidence by a mathematical computation.—Davis v. State. Court of Criminal Appeals of Texas. 231 S. W. 784.

Demurrage After Inspection at Outside Stations.—Where the railroads, the state commission, and a chamber of commerce representing the shippers, to avoid congestion at a terminal, agreed that cars of wheat should be inspected at outside stations before arriving at the terminal, and manifests forwarded to the shipper, which were to take the place of the written notice of arrival required by the demurrage rule on file by the carrier, a shipper, which had acquiesced in such practice by receiving manifests so furnished, and had on previous occasions paid demurrage, is liable for such demurrage on subsequent shipments, before he gave notice of refusal to abide by the practice, tho he claimed that the demurrage previously paid was on cars of whose actual arrival he had personally learned.—Minneapolis, St. P. & S. S. M. Ry. Co. v. Van Dusen-Harrington Co. U. S. Circuit Court of Appeals. 272 Fed. 255.

Contracts for Future Delivery are Presumed Valid.—As a general rule, contracts for the purchase or sale of cotton, grain, or other personal property on the great public exchanges of the country, to be delivered in the future in accordance with the by-laws, rules, and settled usages of such exchanges, or in private between man and man, are lawful and valid, and the burden is on one who assails them to establish their invalidity, by proof sufficient to overcome the legal presumption of validity. It is only when the parties to a contract for the sale of goods to be delivered at a future time intend to discharge its obligations by the payment of the difference between the contract price and the market price at the time of performance, and a broker employed to make the contract participates in or is aware of such intention, that his account for advances or commissions is unenforceable.—Gettys v. Newburger. U. S. Circuit Court of Appeals. 272 Fed. 210.

Railroad Liable Under Claim Agent's Promise.—When a shipment of freight arrives at its destination in bad condition, and the railway company by authority from its claim agent induces the consignee to accept the goods in the damaged condition on the promise that his claim for actual damages will be settled on its merits, the railway company thereby accepts the liability, and is bound to the consignee to pay whatever actual loss he may sustain by reason of the damaged condition of the goods.—C. & P. Ry. Co. v. Burke. Supreme Court of Oklahoma. 198 Pac. 620.

Carrier's Liability After Refusal of Shipment.—On the refusal of consignees, purchaser of goods, to accept shipment, initial carrier was under no obligation to return the goods to the shipper, and was entirely within its rights in merely advising the shipper of the fact, and in awaiting further instructions; but if, after such nonacceptance of the goods, the initial carrier in effect entered into a new contract for re-shipment of the goods, it would then be deemed the initial carrier in the reshipment.—Schlitten v. Hines, Director General. Supreme Court of New York. 186 N. Y. Supp. 331.

Damages on Valuation at Destination.—Under the first Cummins Amendment to the Interstate Commerce Act (Act Cong. March 4, 1915), making carriers liable for the full actual loss of damage notwithstanding any limitation of liability or of the amount of recovery or agreement as to value, and the second Cummins Amendment (Act Cong. Aug. 9, 1916 [U. S. Comp. St. § 8604a]), providing that the foregoing provision shall not apply to property concerning which the carrier shall be expressly authorized or required by the interstate commerce commission to maintain rates dependent on declared value in which case the declaration or agreement shall have no other effect than to limit liability and recovery to an amount not exceeding the declared value, a provision in the E/L that the amount of loss or damage shall be computed on the basis of the value at the place and time of shipment does not apply where the value at the time and place at which the goods should have been delivered is less than the value at the place and time of shipment.—Crutchfield & Woolfolk v. Hines, Director General. Supreme Judicial Court of Massachusetts. 131 N.E. 340.

Who Is Liable for Demurrage?

Childress Grain & Elevator Co., Temple, Tex., plaintiff, v. R. E. Thompson, Richardson, Tex., defendant, before Arbitration Com'te of the Texas Grain Dealers' Ass'n composed of E. W. Crouch, J. D. Quick and Joe E. Lawther.

The controversy in this case arises chiefly on account of demurrage accruing at point of final destination on account of the fact that papers were handled by quite a number of shippers, demurrage accruing at destination before papers reached final consignee. Amount of demurrage that accrued amounted to \$13.39.

We find that Childress Grain & Elevator Co. did not consume exceeding two days in handling these papers, therefore, we find that they should not be responsible for any of the demurrage accruing since they handled papers with due dispatch.

Also contract was overshipped 198 bus. The date these oats were unloaded the market was four cents lower than contract price, which would amount to \$7.92. There was R/C charge of \$2.06, also inspection charge of 90c, making total of \$24.27 due Childress Grain & Elevator Co., by R. E. Thompson.

The evidence submitted shows that R. E. Thompson is entitled to judgment against Corsicana Mill & Grain Co., of Corsicana, Texas, for a like amount, since R. E. Thompson also handled papers with due dispatch.

Therefore, award is rendered in favor of Childress Grain & Elevator Co. as against R. E. Thompson for amount of \$24.27 and in favor of R. E. Thompson as against Corsicana Mill & Grain Co. for amount of \$24.27.

R. E. Thompson is ordered to pay the amount of the award, \$24.27, promptly to H. B. Dorsey, Sec'y, at Fort Worth, Texas, and the sec'y is requested to return to Childress Grain & Elevator Co. the amount of their award in this case.

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Confessions of a Grain Weighmaster."

A farm journal published at Philadelphia contains an article by one Van Meter, alleging short-weighting of shippers' grain at terminals that is so obviously false as to be beneath notice, but for the large circulation of that journal. Each month this purveyor of poisonous propaganda goes into one million farm homes. The author never was a grain weighmaster, and his duties as caretaker of grain doors did not put him in position to garner the evidence of short-weighting that he talks so glibly about. Even his connection with grain door reclamation ceased two years ago.

Van Meter stated in the article that "I have seen cars of grain unloaded at terminal elevators, which were received from farmers' co-operative elevators, and if the market looked sick, as they call it, the car could be short weighed as much as 200 bushels. I personally know one weighmaster that changed his position, and the third day after was in his new position he was requested the superintendent of a large grain dealer weigh a certain car 1,800 pounds short, as they needed that amount to make up a loss. Some elevators require that the cars be kept after leaving the unloading pits, but how many of you grain shippers receive a separate weight certificate attached to the original, showing the amount of grain taken from the car after it leaves the unloading pit? The amount ranges from one peck to fifteen bushels. Repeatedly I have seen as high as fifteen bushels swept on to the ground in this manner. How many of you shippers know that from 100 to \$1,000 worth of hogs are being fed at times at the various elevators in the big cities, and as yet I have never seen one figure showing where the grain came from that is being fed to them.

His first allegation as to co-operative elevators is answered by the fact that the elevatorIGHMEN themselves never know the names of the shippers or when cars were loaded, neither was Van Meter in any position to know when the market looked sick.

As to the second, why did he permit such audits to continue under his observation? Van Meter's employers, the railroads, paid him to prevent the loss of grain as well as reclaim grain doors.

One of the regulations most rigidly observed at the terminal markets is the sweeping out of all grain into the unloading sink so that the upper will get the full weight. Sweeping of cars after they have been shunted empty, away from the elevator, is not tolerated, the regulation reading:

"Resolved, that it is the duty of unloaders to sweep each car clean of all grain; and further, that it is incumbent upon the superintending weighing department to insist that such sweeping shall be well and thoroughly done at the loading sinks; and that where the unloaders of bulk grain do not sweep the cars clean, thereby necessitating the after-sweeping of such cars in adjacent railroad yards, such after-sweeping should be done at the expense of such unloaders; and that the grain so swept from such cars should be credited to the cars from which it was swept."

As to hogs at the terminal elevators this is a ridiculous statement to any one at all familiar with conditions in the large cities that it makes certain the conviction that this whole article was written for bucolic consumption. The writer felt safe in assuming that readers never visited the terminal elevators and could not know how false were his statements. Not one hog can be found in the vicinity of the terminal elevators, and Van Meter knows it. His statement is a deliberate falsehood, made to bolster up farm bureau federation propaganda.

Unless it prints a complete denial the farm journal will convict itself of circulating false statements, knowingly.

COTTON CONDITION on Aug. 1, according to U. S. Dept. of Agriculture, was 64.7 per cent normal, compared with a 74.1 per cent condition on the same date last year and a year average condition of 75.4 per cent. The 64.7 per cent condition forecasts a total yield of 8,203,000 bales compared with a yield of 13,365,754 bales.

Conference of Traffic Officials.

A conference of traffic officials of grain exchanges was held at Chicago July 27, the call having been issued by W. K. Vandiver, traffic commissioner of the Grain Dealers National Ass'n. The purpose of the meeting was to consider what action would be taken relating to the hearing to be held Aug. 15 by the Interstate Commerce Com'n to inquire into the reasonableness of grain and hay rates in western territory.

The meeting was attended by representatives of several of the larger markets and decision was made to ask the Com'n to widen the scope of the inquiry to include eastern territory as well as western. The traffic men also agreed that the exchanges should assist producers in their efforts to obtain a reduction in rates.

Gulf Roads Oppose Reduction of Rates to the East.

Managers of the roads operating to the Gulf ports on Tuesday, Aug. 9, sent word to the Interstate Commerce Commission asking that the proposed reduction in rates on grain to the eastern ports be held up until the Gulf roads are heard from.

Gulf road representatives say that the new rates will, if put into effect, put the Gulf ports out of business unless the roads serving the southern ports are allowed to meet the competition. Managers of the southern roads say they are not particularly anxious to reduce their export rates at this time.

The southern roads also contend that if the eastern roads reduce their rates any length of time before the tariffs to the south are reduced an immense amount of business will be taken from the southern ports before the new charges could be established to Gulf ports.

BARBERRY ERADICATION in the state of Minnesota has been started in earnest by Leo W. Melander, in charge of the anti-barberry crusade of the U. S. Dept. of Agriculture. The first work to be done will be along a 60-mile strip parallel to the western boundary of the state. Commenting on the work Mr. Melander said: "Since one bush is sufficient to start a rust epidemic we cannot expect complete immunity from rust until every bush has been removed. When our seven-year program is completed we expect to have covered the state very carefully. We have found local rust epidemics this year around infected bushes."

CENTRALIZED PURCHASING of grain by foreign countries is summarized by the Dept. of Commerce as follows: In Great Britain the Royal Wheat Commission is in liquidation. Consolidated foreign buying of all food has been abandoned and individual merchants are now supplying the trade. In France it is expected that government purchasing will be abandoned by August 1. The Italian government is still buying principal grain imports and will probably continue thru next year. At present negotiations are being carried on between merchants and the government, and the basis of discussion being to allow merchants to buy 20 per cent of the imports and the government to buy 80 per cent. In Germany, consolidated purchase of the most important imported food supplies will probably continue throughout next year. In Holland all control has been removed. In Belgium, government food purchases have ceased except in wheat and refrigerated meat, which will probably be decontrolled toward the end of August. In the other minor States partial or full control of foreign purchasing will remain in the hands of the governments. Of the normal grain exports from the United States approximately 20 per cent are supplied to the countries which will continue consolidated purchases after the present harvest.

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Robinson Cipher Code with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3½x6 inches, 77 pages, \$2.00.

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GRAIN DEALERS JOURNAL

305 S. La Salle Street,

Chicago, Ill.

Patents Granted

1,384,190. Collapsible Grain Door—Ben F. Graham, Chicago, Ill. This is a collapsible door for use on a grain car. An abutment is provided at each end of the door for the door to press against. One of these abutments contains a support for an adjusting screw on the door.

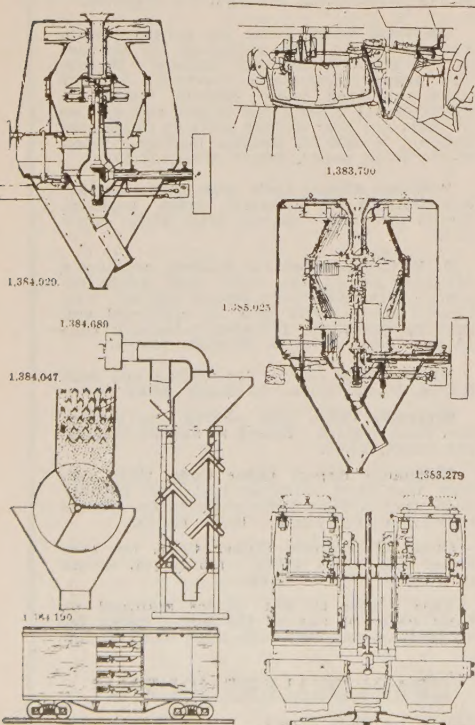
1,363,790. Bag Handling Apparatus—J. J. Curran, West Haven, Conn. This is a device for the handling of a filled sack thru a bag closing machine. The filled bag, in position on a vertical holder, is deposited on a revolving holder, where it is held in a firm position and sewed shut by a sewing machine.

1,385,025. Air Separator—T. J. Sturtevant, Wellesley, Mass., assignor to the Sturtevant Mill Co., Boston, Mass. In this device a casing contains an inner and outer chamber for the passage of transverse currents of air. A means is provided for the adjustment of the size of the chambers.

1,384,047. Process of Drying Granular Material—Clarence W. Carter, Minneapolis, Minn. This is an apparatus for the drying of grain and other granular materials. The material to be dried is held in a vertical shaft while a current of heated air passes thru it. A baffled wheel at the bottom of the shaft gradually carries the dried material into a receiving hopper stationed below.

1,383,279. Automatic Weighing Machine—Gustav Almberg, Chicago, Ill. In this apparatus a weighing receptacle is connected to a pivoted scale beam. The weighing receptacle is supplied with grain or other material from a feed trunk, the outlet of which is controlled by a pair of gates. A means is provided so that the gates open and close in co-operation with the movement of the beam.

1,384,929. Air Separator—T. J. Sturtevant, Wellesley, Mass., assignor to the Sturtevant Mill Co., Boston, Mass. This is a separator for grading material. It comprises a casing within which is an inner and outer chamber. A current of air passes up thru the inner chamber and down thru the outer chamber. A shaft within the inner chamber revolves a distributor. To the distributor is attached a table. Material to be separated enters the casing at the top, passes to the distributor, from where it goes to the table to be dispatched into the air currents. Outlets are provided so that materials of various kinds will exit thru different outlets.

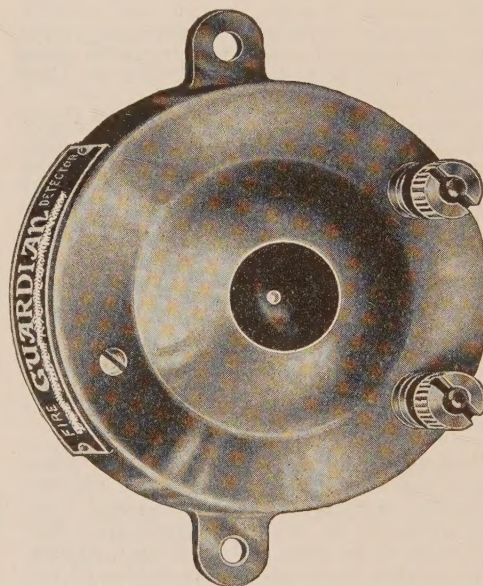


1,384,689. Grain Drier and Cooler—Monroe Davis, Enid, Okla., assignor of one half to A. R. Arceneaux, Welsh, La. In this device grain is treated wholly within a vertical casing which receives grain at the top and discharges it at the bottom. The grain on its passage thru the casing moves over a system of alternating baffles, each of which is fitted with an electric heater. Alongside of each baffle and at the bottom of the casing are openings permitting the entrance of an upward current of air which passes out of the upper portion of the casing thru a suction duct. The grain leaves the casing in a cooled as well as dried condition.

A Simple and Economical Fire Detector.

The use of fire alarm systems in grain elevators has not been as general as one would expect largely because of the complexity of many of the systems and because of the large outlay of money required for the installation of others.

Realizing these facts D. Dee, a fire protection engineer of Chicago designed a device that has combined both simplicity and



Electric Thermostat Fire Alarm.

economy. The device is an individual detector which may be placed anywhere and in any position and at any distance. Fire will cause the ringing of a bell at any place desired.

To do this the brass device, shown in the engraving herewith, which is 2½ inches in diameter and ¾ inches deep, is fitted with an inclosed thermostatic arrangement made of copper and silver contacts. Any increase in temperature will cause the operation of the inclosed contacts and the forming of a connection.

The device is wired like an ordinary door bell. The forming of the connection by the heat sets the bell ringing. Removal of the heat from near the apparatus causes the connections to separate and the bell to stop ring-

ing. The device is not harmed by being set off.

The temperature at which the alarm will ring the bell is predetermined by an adjusting screw. The thermostat is very sensitive and can be set to ring the bell by breathing on it.

Another advantage of this detector is that it may be periodically tested without injury. No matches or flame is needed. Any ordinary electric light globe held over the opening will set the bell ringing. If the bell does not ring some of the wires have been broken.

The enclosure of the operating contacts within a dust-proof and water-proof covering makes the device of especial value for use in the dusty cupola for the detection of overheated bearings or in any other dusty part of the elevator. The water-proof covering insures operation in the damp basement.

Any one capable of hanging a door bell can install this device. It can be operated by a dry cell or may be attached to electric current wires by means of a transformer. Being of simple design and construction the initial cost is small enough to permit the installation of several in various parts of the elevator. One bell or gong can be used with as many detectors as may be installed.

AN ADMISSION that it would be impossible for the British Government to continue the expensive agricultural subsidy in view of the other colossal commitments of the government was made in the British Commons July 4 by pres. of the Board of Agriculture, Griffith Boscawen, and concurred in by the chancellor of the exchequer.

FIVE MILLION BUSHELS of wheat and corn for the destitute widows and orphans of Armenia and Syria will be collected by the Near East relief and various agricultural organizations, according to Alonzo E. Wilson, national campaign director, Chicago. Actual collection of the gift grain will be made during September and October and the campaign will be based on the experience gained in connection with a similar campaign last spring, when 5,000,000 bus. of grain was offered, but only 1,000,000 bus. used because of the limited facilities for handling the grain available. The present campaign is a continuation of the plan by farm organizations to reduce the surplus of American grain by giving it away, which would tend to boost the price the farmers will receive for what they have left.

Insurance Notes.

A LAW enacted in the state of California requires that fire prevention be studied in all schools of the state.

USE CAUTION in refilling fire extinguishers is the warning of the Insurance Underwriters' Laboratory, Chicago, Ill. It says that in many cases extinguishers become empty from one cause or the other and are refilled with a substitute liquid which thickens or solidifies with age. An extinguisher recently located by the laboratory had been filled with some substitute liquid which had become solidified to the hardness of cottonseed meal cake, with a result that the instrument was absolutely useless.

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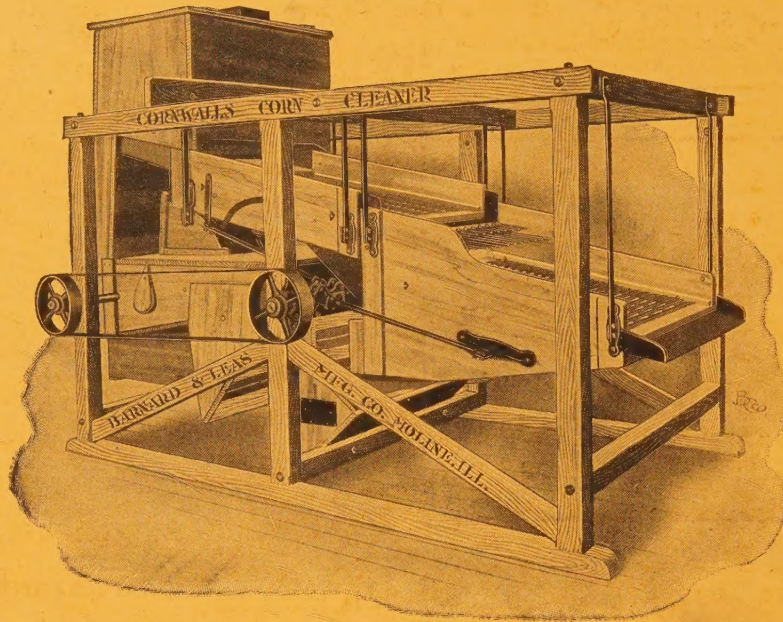
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